NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER
LISTED

SEP 0 1 2009

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x' in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Abilene Downtown Historic District

other name/site number 041-359

2. Location

street & town Roughly bounded by NE 4th, W 1st, S Walnut, and N Olive Streets N/A not for publication

city or town Abilene N/A vicinity

state Kansas code KS county Dickinson code 041 zip code 67410

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Patrick Zollner 7/16/09

Signature of certifying official/Title Patrick Zollner/Deputy SHPO Date

Kansas State Historical Society
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper Date of Action

☐ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register
☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:)

5. Classification

Ownership of Property
(check as many boxes as apply)

- ☒ private
- ☐ public-local
- ☐ public-State
- ☒ public-Federal

Category of Property
(check only one box)

- ☐ building(s)
- ☒ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
75	35	buildings
		sites
4		structures
		objects
79	35	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

9

6. Function or Use

Historic Function
(Enter categories from instructions)

- COMMERCE: Specialty Store
- COMMERCE: Business
- COMMERCE: Financial Institution
- COMMERCE: Warehouse
- GOVERNMENT: City Hall
- GOVERNMENT: Courthouse
- GOVERNMENT: Post Office
- TRANSPORTATION: Rail-related

Current Function
(Enter categories from instructions)

- COMMERCE: Specialty Store
- COMMERCE: Business
- COMMERCE: Warehouse
- GOVERNMENT: City Hall
- GOVERNMENT: Courthouse
- GOVERNMENT: Post Office
- TRANSPORTATION: Rail-Related
- VACANT

7. Description

Architectural Classification
(Enter categories from instructions)

- OTHER: Two-Part Commercial Block
- OTHER: One-Part Commercial Block
- LATE VICTORIAN: Italianate
- LATE 19TH & 20TH CENTURY REVIVALS: Classical Revival
- LATE 19TH & 20TH CENTURY REVIVALS

Materials
(Enter categories from instructions)

foundation	Limestone
walls	BRICK
	TERRA COTTA
roof	SYNTHETICS
other	STONE

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

☒ See continuation sheet(s) for Section No. 7

8. Description

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ **B** Property is associated with the lives of persons significant in our past.

☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** a birthplace or grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property.

☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(enter categories from instructions)

COMMERCE

ARCHITECTURE

COMMUNITY PLANNING & DEVELOPMENT

Period of Significance

c. 1867 - 1960

Significant Dates

N/A

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Underwood, Gilbert Stanley (architect)

Cayton & Murray (architect)

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

☒ See continuation sheet(s) for Section No. 8

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67) has been requested
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey #
☐ recorded by Historic American Engineering Record #

Primary location of additional data:

☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☒ Local government
☐ University
☒ Other Name of repository:

Eisenhower Museum & Library; Abilene Public Library

☒ See continuation sheet(s) for Section No. 9

Abilene Downtown Historic District
Name of Property

Dickinson County, KS
County and State

10. Geographical Data

Acreage of Property approximately 45 acres

UTM References
(Place additional boundaries of the property on a continuation sheet.)

	Zone	Easting	Northing
1	1/4	6/5/4/7/4/0	4/3/0/9/1/2/0
2	1/4	6/5/5/2/4/0	4/3/0/8/9/0/0
3	1/4	6/5/4/7/8/5	4/3/0/8/6/7/0
4	1/4	6/5/4/3/5/0	4/3/0/8/6/6/0

Verbal Boundary Description
(Describe the boundaries of the property.)
Please See Continuation Sheet

Property Tax No. N/A

Boundary Justification
(Explain why the boundaries were selected.)
Please See Continuation Sheet

☒See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Kerry Davis, Architectural Historian, and Sally Schwenk, Historian
organization Sally Schwenk Associates, Inc. date March 18, 2009
street & number 112 West Ninth Street, Suite 510 telephone 816-221-2672
city or town Kansas City state MO zip code 64105

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets
Maps A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources.
Photographs: Representative **black-and-white photographs** of the property.
Additional items: (Check with the SHPO or FPO for any additional items)

Property Owner

name/title See continuation sheet(s) for Property Owners
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.).*

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

HISTORIC FUNCTION: (cont.)
DOMESTIC: Hotel
AGRICULTURE: Processing
SOCIAL: Meeting Hall
INDUSTRY: Communications Facility
FUNERARY: Funeral Home
EDUCATION: Library
RELIGION: Religious Facility
RECREATION & CULTURE: Theater

CURRENT FUNCTION: (cont.)
DOMESTIC: Multiple Dwelling
AGRICULTURE: Processing
FUNERARY: Funearl Home
EDUCATION: Library
RELIGION: Religious Facility
RECREATION & CULTURE: Museum

ARCHITECTURAL CLASSIFICATION: (cont.)
MODERN MOVEMENT
LATE 19TH & 20TH CENTURY REVIVALS: Mission/Spanish Colonial Revival
MODERN MOVEMENT: Art Deco
MID-19TH CENTURY: Gothic Revival

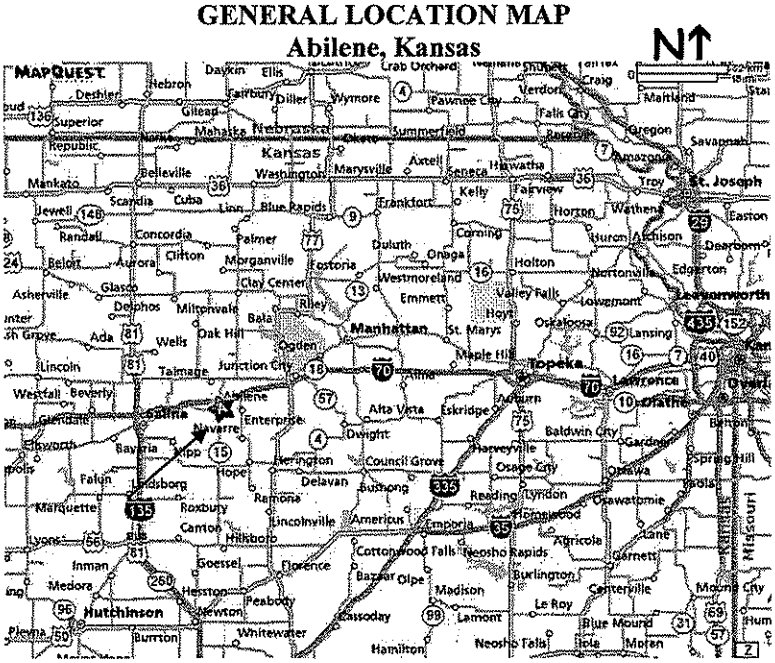
MATERIALS: (cont.)

Foundation:	concrete
Walls:	concrete
	stone
	metal

ARCHITECT/BUILDER: (cont.)
Bienz, Nelson (builder)
Fargo, Joe (builder)
Gentry, Alonzo (architect)
Hallock & Presney (builder)
Harris, W.E. (architect)
Johnson, G.A. & Sons (builder)
Krieger, J.L. (builder)
Murray, Joe W. (architect)
Robinson, E.J. (builder)

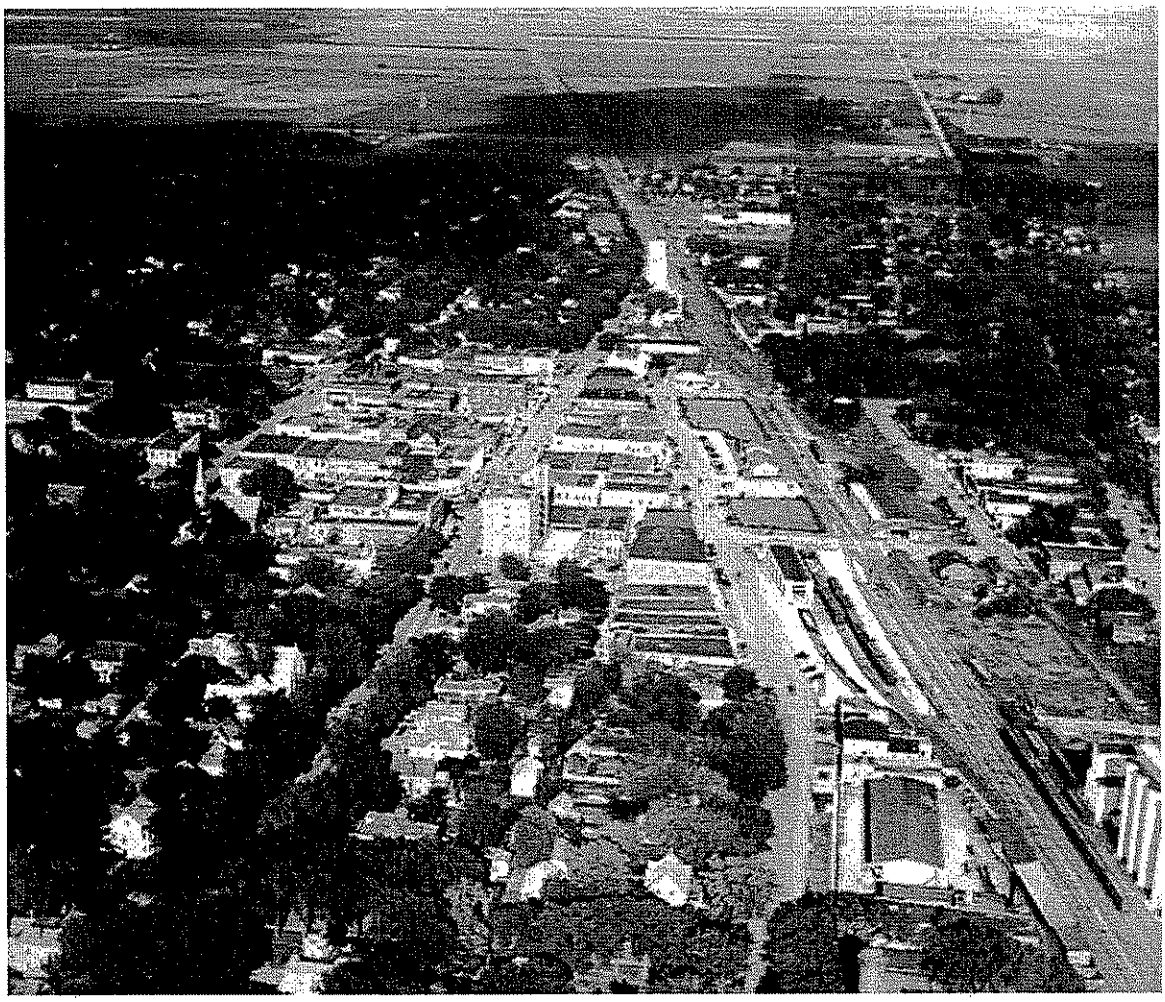
SUMMARY DESCRIPTION STATEMENT

GENERAL LOCATION MAP
Abilene, Kansas



The Abilene Downtown Historic District is located in the City of Abilene, Dickinson County, Kansas. This 45-acre district is in a commercial, industrial, civic, and railroad-related area that straddles the original Union Pacific Railroad alignment. The district boundaries form an irregular polygonal area generally bounded on the north by Northeast Fourth Street, on the south by West First Street, on the east by North Olive Street, and on the west by South Walnut Street. The District includes 123 resources, comprised of 75 contributing buildings, 4 contributing structures, 35 non-contributing buildings, and 9 National Register listed buildings constructed between circa 1867 and 1960. With only 35 non-contributing buildings, over 64 percent of the 123 resources contribute to the significance of the District. The District retains the representative cluster of downtown commercial buildings, central railroad alignment, and associated light industrial resources and the characteristic adjacent open space. As such, it continues to clearly communicate its historic setting and landscape.

The District encompasses the largest intact grouping of the commercial, institutional, industrial, and railroad related resources of the historic central business district, which is concentrated along Northwest



Aerial View of Abilene, 1930/1940s.
Jeffcoat's Studio Museum, Abilene Heritage Center, Abilene, Kansas

Third Street, its four cross streets (North Buckeye, North Spruce, North Broadway, and North Cedar), as well as along the Union Pacific Railroad alignment that runs northeast-southwest, which is counted as a contributing resource. The retail commercial core is north of the railroad alignment; the associated industrial and railroad freight areas ring the District to the south, southwest, and east; the historic agricultural processing and distribution mill and grain elevator facilities anchor the east and west ends of the District; and the civic areas anchor the north and southeast edges of the District. Of note are the historically open spaces/vacant parcels located immediately adjacent to the railroad alignment that have remained undeveloped for most if not all of the period of significance. Abilene's older residential neighborhoods are located beyond the District boundaries in each direction.

The District's setting and its historic buildings reflect its mid-to-late nineteenth century settlement period and near century of commercial and community development. Over eighty-two (82) percent of the extant buildings served a commercial function, a number of which had mixed uses and included second-story meeting halls, professional office spaces, and residential apartments. The resources range in size from small one-story retail buildings, to an eight-story, high-rise hotel building, as well as six- and eight-story grain elevator structures. Approximately one-third of the resources exhibit popular architectural styles from the period of their construction. The architectural styles of these contributing properties include Italianate, Gothic Revival, Late 19th and 20th Century Revivals, Classical Revival, Art Deco, Mission Revival, and Modern Movement styles. Other contributing resources include simple vernacular adaptations of commercial buildings, which often combine or reference restrained high style architectural treatments.

The forms of all of the commercial retail sales and services buildings can be classified by commercial property types. The commercial architectural property types of contributing buildings include One-Part Commercial Blocks, Two-Part Commercial Blocks, a Two-Part Vertical Block, and examples of the Temple Front and Vault designs. Contributing structures include a railroad alignment and three grain elevators. The structural system and wall materials of each contributing building and structure reflect its period of construction and include wood frame, load-bearing masonry, structural steel, and reinforced concrete with brick, dressed stone, stucco, and terra cotta facing materials.

As a contiguous grouping of late nineteenth to mid-twentieth century commercial, institutional, industrial and rail-related buildings, the District retains its historic architectural integrity and continues to communicate information about its historic development and associations with significant patterns of events in the commercial history and development of Abilene. All of the buildings retain integrity of setting and location. Each contributing resource successfully conveys its period of construction and its associations with the development of commercial, institutional, industrial, and rail-related functional and

architectural property types erected during the late nineteenth century through the mid-twentieth century in Abilene, Kansas.

ELABORATION

LOCATION AND SETTING

The District's setting and its historic buildings reflect its mid- to late-nineteenth century settlement period and its commercial and community development through the mid-twentieth century. The vast majority of the extant buildings served retail sales and commercial service functions, many of which had mixed uses and included ground floor sales and services spaces with storefronts and second-story spaces to accommodate meeting halls, offices for professional services, and residential apartments. Interspersed among the commercial properties are buildings of various uses, including agricultural, governmental, domestic, social, industrial, funerary, educational, recreational, and rail-related resources. The eighty (80) contributing and nine (9) National Register-listed resources include structures and buildings constructed between circa 1867 and circa 1960. Of the thirty-four (34) non-contributing resources, all but two date to the period of significance, but suffer from a loss of integrity. Approximately ten (10) resources classified as non-contributing appear to retain their historic fabric beneath historic and/or non-historic claddings.[1] Most of the contributing buildings occupy seventy-five (75) foot deep rectangular lots with uniform setbacks. Most lots are twenty-five (25) feet in width, with many buildings occupying double-width or triple-width lots. Paved streets, steep curbs, concrete sidewalks, and tall lampposts characterize the streetscapes throughout the District. Remnant sections of brick sidewalk are intact, largely obscured by gravel, on the south side of the railroad alignment on North Cedar Street.[2] The District's streets are eighty (80) feet wide, with Texas Street measuring forty (40) feet in width. Alleyways are ten (10) to fifteen (15) feet wide.

The arrangement of the commercial, institutional, and industrial areas reflects a development pattern of juxtaposed street grids that often resulted when railroad tracks ran diagonally through or near an existing town. Most of the platted additions created a system of streets on the cardinal axes, the traditional north-south, east-west grid of the section, township, and range divisions in the surrounding countryside. However, in the blocks immediately abutting the tracks are roads and parcels in alignment with the tracks.

[1] About ten (10) resources appear to retain their historic fabric intact beneath secondary non-historic claddings (316, 327, 324 North Broadway; 314 North Buckeye; 101, 107, 312 North Cedar; 317 North Spruce; 306 Northwest Second; and 103 Northwest Third). In the future, if the non-historic materials are removed, these properties should be re-evaluated to determine if they would be contributing elements to the historic district.

[2] The visible sections are relatively small and do not represent an intact network of sidewalks. Insufficient visibility of the resource prevents it from being counted as a contributing element.

In the District, this happens along Northwest Second and Texas Streets[3], which are both aligned parallel to the railroad alignment that runs between them. The resulting arrangement of streets and trapezoidal shaped lots in these areas clearly reflects the railroad's influence upon development patterns. The railroad tracks and the arrangement of streets are circulation features that define the spatial organization and development patterns of downtown Abilene.

Additional setting features include the historical open space and the four undeveloped parcels adjacent to the railroad alignment. (These are indicated on the Boundary Map by a grey triangle symbol). The historically vacant parcels include:

- Railroad Park – this parcel is bounded by North Buckeye on the east, North Spruce Street on the west, the railroad alignment on the north, and Texas Street on the south. It appears as "Railroad Park" on the 1884 Sanborn Fire Insurance Company map, which is the company's earliest map of Abilene. With the exception of a railroad water tank structure that appears at two different locations on the west end of the parcel between circa1910 through the late 1940s, all available Sanborn maps show this parcel as undeveloped. A concrete loading ramp structure is at the southwest corner of this area.

- Henry House Hotel and Depot site – this parcel is bounded by North Buckeye on the east, North Spruce Street on the west, the railroad alignment on the south, and Northwest Second Street on the north. The Henry House Hotel and Depot stood on this site until 1929 when it burned. The parcel has been vacant since that time. A circa 1940 photo shows the parcel as an open grassy lawn with low fence and perimeter shrubs delineating the space. It is a surface parking lot today.

- This parcel is bounded by North Broadway Street on the east, North Cedar Street on the west, Northwest Second Street on the north, and the railroad alignment on the south. This parcel appears as largely vacant on the 1884 and 1887 Sanborn Fire Insurance Company maps, where it is shown as containing only two, small wood-framed office buildings at the northeast corner. By 1892, these buildings were gone and the parcel is listed as a park on the Sanborn map. The Sanborn maps from 1892 through 1947 show the parcel as open lawn and vacant of buildings through the 1947 Sanborn. A circa 1940 photo shows the parcel as an open grassy lawn with low fence and perimeter shrubs delineating the space. It is a surface parking lot today.

[3] Texas Street was historically known as A Street since at least the 1880s. The City of Abilene recently changed the street name to Texas Street, in a reference to the earliest, "Wild West" period of the Texas cattle drives during Abilene's earliest history when this street carried the nickname "Texas Street."

- 308 West First Street. The west end of this triangular parcel bounded by South Mulberry Street on the west, West First Street on the south, and Texas Street on the north has been vacant of buildings since at least 1905. Earlier Sanborn Fire Insurance Company maps show small, wood-framed buildings, all of which are gone by 1905.

The District includes the following properties already listed in the National Register:

- 201 Northwest Second Street, Union Pacific Railroad Passenger Depot (listed in 1992)
- 115 Northwest Third Street, Perring Building/Wyandt Building (listed in 1998)
- 409 Northwest Third Street, Lamer Hotel/Sunflower Hotel (listed in 2001)
- 301-03 North Buckeye Avenue, Kirby Building (listed in 2006)
- 305-07 North Buckeye Avenue, Brenizer Building (listed in 2006)
- 309 North Buckeye Avenue, Kleenall Cleaners Building (listed in 2006)
- 110 North Cedar Street, Union Pacific Railroad Freight Depot (listed in 1993)
- 300 North Cedar Street, United Building (listed in 2001)
- 320 North Cedar Street, Trinity Evangelical Lutheran Church (listed in 2006)

ARCHITECTURAL STYLES AND PROPERTY TYPES

Dating from the 1880s through the mid-twentieth century, most of the buildings found in the Abilene Downtown Historic District are simple load-bearing brick or limestone commercial buildings of one to three stories. The traditional building materials are red or buff brick and/or limestone. Commercial building designs with various, and sometimes subtle, stylistic references dominate the District. While the majority of the contributing resources are One-Part Commercial Block and Two-Part Commercial Block buildings with no discernable style, a number represent a formal architectural style. In particular, they reflect the influences of the popular Italianate commercial styling of the late nineteenth century, the Late 19th and 20th Century Revivals, the Art Deco style of the early twentieth century, and the Modern Movement in the pre- and post-World War II period. As such, these buildings retain architectural features and physical forms that reflect the design trends popular during their period of construction. The District also includes four structures – three grain elevators (0A and 0C West First Street, 210C Northeast Third Street), and the historic railroad alignment.

INTEGRITY

The District's setting and its historic buildings reflect its development as the commercial, agricultural processing, and civic hub of Dickinson County and as a significant regional railroad market center during the late nineteenth century and well into the mid-twentieth century. Many of the buildings in the District

reflect changes and alterations that occurred during the District's period of significance and some of these historic alterations have achieved significance in their own right. The majority of these historic changes reflect the modernization of the first-story display windows and entrances. The replacement of display windows and the covering of transoms above the storefronts are the most conspicuous modifications; many alterations of this nature left the original openings and spatial relationships of the storefront intact. Some of the primary façades, however, have alterations that include inappropriate infill of window and/or door openings or secondary siding. Other changes are easily reversible, such as the addition of awnings and the application of wood or metal sheathing over the original openings, features, and materials. As a rule, the upper portions of the primary facades retain their original integrity and are often the principal means by which to identify the building's original style.

During the first decades of the twentieth century, prosperity in Abilene stimulated enhancements to existing nineteenth century façades and storefronts in an effort to modernize display space. A common early twentieth century alteration was the removal of late nineteenth century cornices and window hoods and the subsequent addition of new brick facing with decorative corbel courses or patterned brickwork. In the 1920s and 1930s, efforts to achieve a more modern appearance led to the application of stucco and the installation of new display window systems. By the mid-twentieth century, the influence of Modern Movement architectural styles prompted the installation of aluminum-framed display windows, structural glass, and façade re-facing with buff-colored brick. Buildings that exhibit alterations made before 1960 reflect the commercial architectural evolution of downtown Abilene during the District's period of significance. Because many of these changes have gained historical significance in their own right, these buildings are included in the District as contributing resources for their illustration of these trends.

One alteration, the addition of asbestos siding over the original wood siding to commercial buildings, is important to note in the context of commercial and industrial buildings near railroad alignments. The pattern of use of asbestos roof shingles, and later, wall siding, began nationally during the post-World War I era. By virtue of the fire retardant nature of asbestos, during the post World War I period hexagonal design asbestos roof shingles were often applied to sides of buildings and demonstrated the product's fire-resistant capabilities. The advent in 1937 of the asbestos "shake" shingle and clapboard with *faux* wood texture established the use of asbestos siding as comparable to wood siding that had the added advantages of being fireproof, rot proof, and termite proof. As a result, between the late 1930s and the early 1950s[4] a new building pattern of using asbestos siding in new construction and of affixing asbestos shingles or clapboards over wood siding occurred and continued into the 1950s. This was particularly true of wood buildings erected in the late nineteenth and early twentieth centuries adjacent to

[4] The popularity of asbestos siding declined with the availability of the lighter, and fireproof, aluminum siding in the early 1950s.

rail lines. In the proposed district, this included business offices for granaries, flour mills, a lumber yard office, as well as other wood buildings and structures.

The National Park Service's National Register program allows historic asbestos siding applied over original siding if the siding is not a significant architectural characteristic of the style and the significant form, features, and detailing are not obscured. Currently, however, the Kansas State Historic Preservation Office does not, as a matter of practice, approve the classification of buildings that have secondary siding as contributing properties to a National Register District.[5] As a result, the classification as non-contributing has been assigned to a number of buildings on and adjacent to the railroad right-of-way, despite their retention of all other significant features and detailing of their architectural style and/or property type. Because of the retention and visibility of dominant character-defining architectural elements, these buildings, while classified as "non-contributing," continue to provide a level of integrity to the District as compared to buildings that have lost the majority of their character-defining architectural features.

Property Inventory

The following list provides information specific to each resource located within the District. Arranged in order by street name and then by address, the list includes the following information for each building: current street address, historic property name (if known), construction date, significant alteration dates (if known), structural system, architect and/or builder (if known), the building's eligibility status, architectural style (if applicable), and building form. Style categorizations and building form categorizations are based on Richard Longstreth's *The Buildings of Main Street, National Register Bulletin 16 Guidelines for Completing National Register of Historic Places Forms Part A. How to Compete the National Register Registration Form,* and Virginia and Lee McAlester's *A Field Guide to American Houses.* Unless otherwise stated, all buildings' roofs are flat and their exterior materials are brick.

[5] The National Preservation Act of 1966, as amended gives state government's the right to establish policies outlining additional criteria for listing of properties in the National Register of Historic Places

DISTRICT PROPERTIES

001. 109 E First Street ***Eligibility:*** Individually eligible

Historic Property Name(s): Dickinson County Courthouse
Style: Modern Movement
Date of Construction: 1956
Structural System: Reinforced Concrete
Photograph Number: 27, 29
Architect/Builder: Cayton & Murray (A)
Description: This building is an excellent example of Modern Movement institutional architecture. It features two primary elevations west and south. The west elevation features a solid panel of brick wall with a central, recessed entrance portal and the south elevation features long bands of windows with visor awnings, a flat roof entrance porch, and an overall horizontal appearance.

002. 0A W First Street ***Eligibility:*** Contributing Structure

Historic Property Name(s): Farmers Elevator Company
Building Form: Grain Elevator
Date of Construction: 1912/circa1922/1946
Structural System: Reinforced Concrete and Wood Frame
Photograph Number: 18, 20, 21, 22
Description: This grain elevator is comprised of shed and gable roof sections that range from one to four stories in height. The oldest section (1912; northwest corner) has poured concrete walls and a gable roof with a taller gabled tower housing the elevator equipment at the rear (north). The 1946 elevator and warehouse sections at the east end have metal siding and metal-clad gabled roofs over two- and four-story sections. A large cylindrical connecting grain bin dating to the mid-twentieth century is at the west end of the 1912 elevator. Additional features include: three smaller cylindrical bins that penetrate the shed roof of the original elevator section; a continuous metal-clad shed roof over an open porch across the first story façade (south elevation); roof ventilators and various connecting pipes for the transfer of grain, attached ladders, and railings; wall painted signs that read, "PURINA" and "ABILENE CO-OP." The 1912 concrete block and structural clay tile coal storage building is connected and extends along the railroad tracks from the northeast corner of the complex.

003. 0B W First Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Farmers Elevator Company Office
Building Form: Grain Elevator Office Building
Date of Construction: 1922
Structural System: Platform Frame
Photograph Number: 20
Description: This small building has a steep pitched hipped roof and wide eaves. A single pedestrian entrance and flanking paired window openings (now covered with plywood), are in the east elevation. Two additional window openings covered with plywood are in the south elevation. The asbestos siding appears to be historic and to date within the District's period of significance.

However, Kansas State Historical Society's Cultural Resource Division policy prohibits buildings with secondary siding from being considered as contributing properties to a district.

004. 0C W First Street ***Eligibility:*** Contributing Structure
Historic Property Name(s): Midwest Milling Co.; Security Flour Mills, Midwest Mill Branch
Building Form: Grain Elevator
Date of Construction: 1919/c.1927/c.1940
Structural System: Reinforced Concrete
Photograph Number: 18, 20, 22
Description: This elevator/mill complex is comprised of distinct reinforced concrete sections, including: a 60-foot rectangular plan mill warehouse section at the southwest end; an 80-foot elevator section with a flat roof; a large cylindrical grain tank and a grouping of six narrower diameter grain tanks all connected on top by a gable-roof, metal clad enclosed passageway.

005. 0D W First Street ***Eligibility:*** Contributing
Historic Property Name(s): R.W. Arndt Co. Flour Mill Office; Midwest Milling Co; Security Flour Mills, Midwest Mill Branch Office
Building Form: Grain Elevator Office Building
Date of Construction: c. 1917
Structural System: Platform Frame
Photograph Number: 20
Description: This small building has a steep pitched hipped roof with wide eaves. The walls retain the original stucco cladding. A single, central pedestrian door is in the south elevation. This building appears on the 1917 Sanborn Fire Insurance map, which indicates its wide eaves and "plast'd" walls.

006. 200A W First Street ***Eligibility:*** Contributing
Historic Property Name(s): Louie's Grocery Market
Building Form: One-Part Commercial Block
Date of Construction: c. 1935
Structural System: Load-bearing brick
Photograph Number: 26
Description: This one-story building has structural tile walls with brick facing. The south elevation is divided into six bays by engaged piers. Each bay contains a large storefront window with transom above. Transoms are covered with plywood and some storefronts have decorative block infill. A visor awning spans the south elevation.

007. 200B W First Street ***Eligibility:*** Contributing
Building Form: One-Part Commercial Block
Date of Construction: c. 1908
Structural System: Load Bearing Brick
Photograph Number: 25
Description: This one-story building has load-bearing brick walls. The north elevation has three

bays defined by a center entrance and two single window openings. Each opening has a segmental arch lintel with projecting brick hoods. Modest, decorative corbel courses embellish the cornice. The building has a notably deep setback from the street.

008. 206 W First Street ***Eligibility:*** Non-Contributing
Building Form: One-Part Commercial Block
Date of Construction: c. 1922
Structural System: Concrete Block
Photograph Number: n/a
Description: This one-story building has concrete block walls and brick facing. The roof has a raised section at the front (south) end to form a shed vertical extension that has a wood sash hopper window on the west side. The two-bay façade is defined by a non-historic entrance and a glass-blocked window opening. The existing entrance appears to have been the original vehicular bay associated with the building's historic function as an auto repair shop. Due to the loss of this key feature, this building is non-contributing.

009. 210 W First Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): Baker Service General Repair Shop
Property Type: One-Part Commercial Block
Date of Construction: c. 1910/Mid-20th Century Remodeling
Structural System: Concrete Block
Photograph Number: n/a
Description: This one-story building has two façade bays, defined by an entrance and a fixed sash window. The façade wall rises slightly above the roof to form a modest false front. The front parapet wall has terra cotta coping tiles and the roof eaves are wide with exposed rafters. The concrete block façade dates to a mid-to-late twentieth century remodeling.

010. 308A W First Street ***Eligibility:*** Non-Contributing
Building Form: One-Part Commercial Block
Date of Construction: c. 1922
Structural System: Concrete Block
Photograph Number: n/a
Description: This one-story building has three façade bays, defined from left to right by a vehicular bay, a central entrance, and a large display window. The display window has a header brick sill and aluminum awning. A concrete loading dock spans the full width of the primary façade and another is on the rear (north) elevation. A large shed roof metal-clad addition is on the west elevation. The large addition dates to after the period of significance and its size and massing compromise the building's ability to convey its historic character.

011. 308B W First Street ***Eligibility:*** Contributing

Building Form: Warehouse
Date of Construction: c. 1950
Structural System: Steel
Photograph Number: 18
Description: This Quonset hut has the character-defining corrugated metal barrel roof that continues down to form the side walls, forming a semicircular cross section. A large vehicular bay is in the center of each end (east and west) elevation, flanked by single steel sash windows; there is a louvered vent at the roof "peak" of each elevation. Additional ventilators are on roof ridge.

012. 308C W First Street ***Eligibility:*** Non-contributing

Building Form: Warehouse
Date of Construction: c. 1965
Structural System: Platform Frame
Photograph Number: n/a
Description: This Butler Manufacturing Company prefabricated building has a gable-front roof aligned parallel to the street. A large vehicular bay is in the center of the west elevation. Ventilators are located along the roof ridge. An overhead metal door is in the vehicular bay. The "Butler" sign is intact at the gable peak. This building is non-contributing because its date of construction was less than fifty years ago.

013. 401 W First Street ***Eligibility:*** Contributing

Historic Property Name(s): Como & Lasure Carriage Works; Powell Body Shop
Building Form: Two-Part Commercial Block
Date of Construction: c. 1886
Structural System: Load Bearing Brick
Photograph Number: 20, 22
Description: This two-story building is three bays wide and five bays deep. The bays are defined by the upper-story windows, which contain the historic two-over-two light double-hung wood sash units in segmental arched openings. The windows have projecting brick hoods and most are covered with plywood. The historic double-leaf entrance and multi-light wood sash windows are intact on the first story of the primary (north) elevation. The original corbel courses of brick at cornice level are intact. Wood paneling covers part of the east elevation walls, where the window openings are intact underneath and visible from the interior. A nineteenth century photo shows the building retains historic integrity.

014. 201 NW Second Street ***Eligibility:*** Listed

Historic Property Name(s): Union Pacific Railroad Passenger Depot
Style: Mission/Spanish Revival
Building Form: Depot
Date of Construction: 1928
Structural System: Load Bearing Brick
Photograph Number: 24

Architect/Builder: Underwood, Gilbert Stanley (A); Johnson, G.A. & Sons (B)
Description: This depot features a cross-gable central block with two long, gabled wings aligned parallel with the railroad tracks on each end (east and west). The cross-gable distinguishes a main entrance on the north elevation. A gable-front, colonnaded porch shelters the east end entrance. Blonde brick, ceramic roof tiles, and terra cotta embellish the exterior and characterize its style.

015. 202 NW Second Street ***Eligibility:*** Contributing
Historic Property Name(s): Forster Hotel
Building Form: Two-Part Commercial Block
Date of Construction: c. 1920/c.1930
Structural System: Load Bearing Brick
Photograph Number: 24
Description: This three-story building is three bays wide and six bays deep. Paired and single upper-story windows define the bays. Engaged brick piers visually divide each elevation. The tapestry brick masonry treatment includes brick patterning and stone corner blocks and sills. Multiple storefronts appear on each elevation, each with brick bulkheads, recessed entrances, and transom window opening above.

016. 306 NW Second Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): Kirby's Bank; Litts Clothing Store
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1880
Structural System: Load Bearing Brick
Description: This two-story building has non-historic metal siding covering most of primary façade. Evidence of original construction is apparent on the east (alley) elevation. If the metal siding was removed and the historic materials found to be intact underneath, the building could be reevaluated for eligibility as a contributing resource to the District.

017. 511A NW Second Street ***Eligibility:*** Contributing
Historic Property Name(s): Central Lumber Company
Building Form: One-Part Commercial Block
Date of Construction: c. 1922
Structural System: Platform Frame
Photograph Number: 22
Description: This long, narrow one-story building retains its historic recessed center entrance and flanking display windows. A shed roof porch shelters the loading bays along the length of each side elevation. The historically associated two-story lumber shed is intact on the property and features the original low pitch gable roof and open lumber storage/loading bays.

018. 511B NW Second Street ***Eligibility:*** Contributing
Historic Property Name(s): Central Lumber Company
Building Form: Warehouse
Date of Construction: c. 1922
Structural System: Platform Frame
Photograph Number: 22
Description: This large, two-level commercial lumber shed has a shallow gable roof aligned parallel to the road and open lumber storage bays along the full length of each side (north and south) elevation. The building has a rectangular footprint. It retains the characteristic overhanging upper level walkways along the length of the north and south elevations and an exterior staircase on each short (east and west) elevation.

019. 511C NW Second Street ***Eligibility:*** Contributing
Historic Property Name(s): Cruse Motor Company; Ford Garage
Building Form: One-Part Commercial Block
Date of Construction: c. 1935
Structural System: Structural Clay Tile
Photograph Number: 18, 22
Description: This one-story, false-front building has a unique trapezoidal footprint due to the alignment of its side walls with both the railroad tracks and Northwest Second Street. With functional access to both the railroad and the street, the building has two primary elevations (north and southeast). The railroad elevation (southeast) retains a loading bay and upper-level window openings; these openings are currently covered with plywood. The street elevation (north) retains the vehicular bays and the large window openings behind plywood paneling.

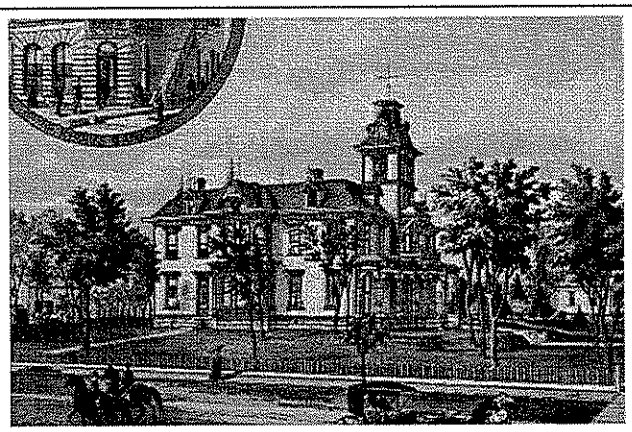
020. 105 NE Third Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): Abilene Floral Company
Building Form: One-Part Commercial Block
Date of Construction: c. 1935
Structural System: Platform Frame
Photograph Number: n/a
Description: This one-story building's primary facade has a single bay defined by a large display window. The shed roof and stucco cladding are non-historic. Arched window and door openings characterize the east elevation.

021. 110 NE Third Street ***Eligibility:*** Non-contributing
Building Form: One-Part Commercial Block
Date of Construction: c. 1945
Structural System: Concrete Block
Photograph Number: n/a
Description: This one-story building's primary facade has a gable-front roof and three bays. The bays are defined by a central pedestrian entrance, a picture window, and a single one-over-one light, double-hung window. The façade has brick facing. The building has a significant set back

from the street. The brick facing and roof form appear to be alterations that date to the late twentieth century, and the building is therefore non-contributing.

022. 205 NE Third Street ***Eligibility:*** Contributing

Historic Property Name(s): Kirby House
Style: Italianate
Building Form: Single-family Residence
Date of Construction: c. 1885/c.1986
Structural System: Wood Frame
Photograph Number: n/a
Description: An excellent example of the Towered sub-type of the Italianate style, this large two-and-one-half story house features a central tower, full-width porch, and symmetrical five-bay façade. Architectural features of note include: paired brackets under eaves, decorative cut-out frieze under porch eaves, tall narrow window openings with prominent hoods, and multi-storied tower. The interior retains its late nineteenth century spatial arrangement, staircase, and trim features.



Kirby House (Kirby Bank, inset), circa 1887.
David Rumsey Map Collection on-line

Kirby House, 2008.
David Rumsey Map Collection on-line

Around 1913, the Abilene Commercial Club occupied the building and remodeled the facade with the introduction of a Classical Revival style, full-height entrance portico and the removal of the character-defining tower. By the 1980s, the later porch was severely deteriorated and was removed. Based on ample photographic evidence[6] of the original facade and porch appearance and configuration, and in accordance with the Secretary of the Interior's Guidelines for Reconstruction,

[6] David Rumsey Map Collection. "Kirby Residence & Bank, Abilene, Kansas. By L.H. Everts & Co. from 1887. Available from http://www.davidrumsey.com/detail?id=1-1-23690-840061&name=Kirby+residence+and+bank++Abilene++Kansas+. Internet. Accessed 10 December 2008.

the facade was restored to its most significant period – the original, c. 1885 appearance when it was built and occupied by Thomas Kirby, early businessman and banker in Abilene. The main body of the house is original to c. 1885. The reconstructed elements include the tower, the front porch, and the upper story windows on the primary (south) elevation.

023. 205A NE Third Street ***Eligibility:*** Contributing
Building Form: Auto Garage
Date of Construction: c. 1945
Structural System: Wood Frame
Photograph Number: n/a
Description: This one-story auto garage has a side-gabled roof that extends forward to form a full-width "porch" across the full width of the primary (south) elevation. Simple square wood posts with knee braces support the porch roof and define the five bays. Three of the bays are covered with wood paneling; the west, end bay has a pedestrian entrance and the second bay from the east end has an overhead vehicular door. Despite the alterations to some of the bays, the building continues to convey its historic associations with the Kirby House when it functioned as a rooming house during the mid-twentieth century.

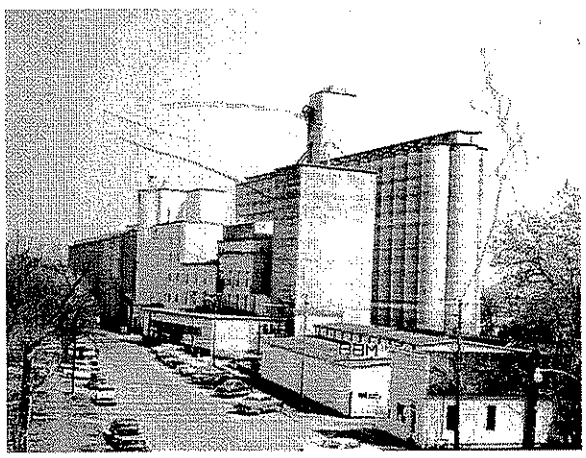
024. 207 NE Third Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): Shadinger Printing Co.
Building Form: One-Part Commercial Block
Date of Construction: c. 1940
Structural System: Ceramic Block
Photograph Number: 30
Description: This one-story building has three façade bays, defined by a central entrance flanked by two large display windows. The rear addition was added after 1947. The full-width pent roof dates to the 1970s. The cumulative effect of the non-historic pent roof and the altered façade openings compromises the building's ability to convey its significant historic associations.

025. 210A NE Third Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): Badger Lumber Company
Building Form: One-Part Commercial Block
Date of Construction: c. 1900
Structural System: Wood Frame
Photograph Number: 30
Description: This one-story, false-front building is two bays wide and thirteen (13) bays deep. The north elevation bays are defined by a single entrance door and a single window; the east elevation bays are defined by single pedestrian doors, a single window, and a series of lumber loading bays. The historic wood clapboard sheathing is intact and exposed on the east elevation; partial secondary asbestos siding covers the clapboards on the north and west elevations. The asbestos siding is a historic treatment that appears in a circa 1951 photograph and was a common early to mid-twentieth century treatment for commercial/industrial buildings adjacent to fire-prone railroad tracks. Original trim, window sashes, and doors are intact. Notable features include the entrance

transom window and crown molding on all openings. The historically associated coal shed is intact at the rear of the lot, aligned along the railroad tracks. This building reflects a rare resource type in Abilene and continues to reflect its historic commercial and architectural associations. However, the practice of the Kansas State Historical Society prohibits its classification as a contributing resource due to the presence of secondary siding.

026. 210B NE Third Street ***Eligibility:*** Contributing
Historic Property Name(s): Badger Lumber Company
Building Form: Warehouse
Date of Construction: c. 1900
Structural System: Wood Frame
Photograph Number: 30
Description: This long, one-story building has a rectangular footprint and is aligned with the railroad tracks. It has a side-gabled roof and steel siding. Five coal loading bays are regularly spaced in the north (primary) elevation. A coal storage building with this configuration first appears at this location on the 1905 Sanborn Fire Insurance map.

027. 210C NE Third Street ***Eligibility:*** Contributing Structure
Historic Property Name(s): Abilene Flour Mills
Building Form: Mill and Grain Elevator Complex
Date of Construction: 1919/c.1925/c.1955
Structural System: Reinforced Concrete
Photograph Number: 27, 30, 31
Description: This grain elevator complex is comprised of various one- to six-story mill and warehouse sections and at least two dozen cylindrical, reinforced concrete grain tanks. The mill and warehouse sections include both wood-framed and reinforced concrete structures, each with a flat roof. The central, three-story section with wood trimmed windows and metal siding pressed to represent faux stone is the oldest section, dating to 1919. The other mill and warehouse sections date to various expansions dating from the 1940s and 1950s. Extending from the northeast elevation of the central mill and elevator structures are more than 24 tall (80-feet in-height), cylindrical, reinforced concrete grain bins dating from 1919, 1924, 1925, 1930, and 1938 expansions. An additional forty grain bins were constructed on the south side of the railroad tracks in the 1950s and are linked to the main complex by a grain transfer pipe apparatus. A late 1950s photograph shows the complex in its current configuration and appearance.



210A and 210C NE 3rd Street, circa 1951.
Jeffcoat's Studio Museum, Abilene Heritage Center,

028. 211 NE Third Street ***Eligibility:*** Contributing
Historic Property Name(s): Abilene Flour Company General Offices
Building Form: One-Part Commercial Block
Date of Construction: c. 1940
Structural System: Concrete Block
Photograph Number: 31
Description: This one-story building has a three-bay façade, defined by a center entrance with paired windows on each side. The windows are one-over-one light, double-hung sash units and feature soldier brick lintels and header brick sills. A flat roof porch shelters the center bay and features square wood supports on brick side walls.

029. 101 NW Third Street ***Eligibility:*** Contributing
Historic Property Name(s): Post Office Block; Abilene School of Music
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: 1884
Structural System: Load Bearing Brick
Photograph Number: 1, 2, 28
Description: This building is part of a unique two-story ensemble includes that the seven buildings from 101 through 115 Northwest Third Street. The distinct grouping has a shared bracketed pressed metal cornice, hipped roof, and limestone corner quoins. Each building has at least two primary facades (north and south), and the end buildings (101 and 115) have a third, side elevation. This building at 101 Northwest Third Street retains the historic tall narrow windows with one-over-one light double-hung wood sashes on the upper story. This building features a 1950s exterior redesign that included the refacing of the exterior walls with buff-colored brick, the reconfiguration of the north elevation fenestration, and the introduction of a "modern" aluminum-framed storefront on the south elevation. Historic photographs date these updates to the 1950s, a period when downtown Abilene experienced numerous façade remodeling in an effort to present a "modern" appearance to the world as a result of Eisenhower's notoriety.

030. 102 NW Third Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): Lon's Sinclair Station; Viola Corner
Building Form: One-Part Commercial Block
Date of Construction: c. 1918
Structural System: Load Bearing Brick
Photograph Number: 2
Description: This one-story building has two primary elevations. The south elevation (Northwest Third Street) has a single bay; the east elevation (Buckeye Avenue) has three bays. These bays are defined by brick piers that feature geometric stone pendants. Each of the historic storefront openings has non-historic infill. The tall parapet wall is covered with metal siding. Originally, this building had a filling and service station at the southeast corner that featured an open drive through at the building corner. If the non-historic infill was removed from the original drive-through and

the adjacent historic storefront materials were found to be intact underneath, the building could be reevaluated for eligibility as a contributing resource.

031. 103 NW Third Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): Post Office Block
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1883
Structural System: Load Bearing Brick
Photograph Number: 1, 2, 28
Description: This building belongs to a unique two-story ensemble that includes the seven buildings from 101 through 115 Northwest Third Street. The distinct grouping has a shared bracketed pressed metal cornice, hipped roof, and limestone corner quoins. Each building has at least two primary facades (north and south), and the end buildings (101 and 115) have a third, side elevation. This building shares a pyramidal roof engaged tower with 105 Northwest Third Street on the north elevation. The building at 103 Northwest Third Street has lost both of its original storefronts, and the upper-story façade is covered with non-historic EIFS board on the south elevation. The cumulative effect of these alterations prevents this building from communicating its historic architectural character. If the EIFS was removed and the storefront transom windows revealed, the building could be reevaluated for potential eligibility.

032. 104 NW Third Street ***Eligibility:*** Contributing
Historic Property Name(s): Viola & Sons
Building Form: Two-Part Commercial Block
Date of Construction: c. 1885/Early Twentieth Century Remodeling
Structural System: Load Bearing Brick
Photograph Number: 2
Description: This two-story building has a two-bay façade defined by upper-story window openings that contain paired one-over-one light, double-hung sashes. The historic, early-to-mid-twentieth century storefront is intact, as is the transom window opening that is now covered. The façade treatment dates to an early twentieth century remodeling.

033. 105 NW Third Street ***Eligibility:*** Contributing
Historic Property Name(s): Post Office Block; McCann's Jewelry
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1883
Structural System: Load Bearing Brick
Photograph Number: 1, 2, 28
Description: This building belongs to a unique two-story ensemble that includes the seven buildings from 101 through 115 Northwest Third Street. The distinct grouping has a shared bracketed pressed metal cornice, hipped roof, and limestone corner quoins. Each building has at least two primary facades (north and south), and the end buildings (101 and 115) have a third, side

elevation. This building at 105 Northwest Third Street retains its tall narrow windows with one-over-one light, double-hung wood sashes on the upper story. As with most other commercial buildings in downtown Abilene, it features early to mid-twentieth century storefront updates, while continuing to communicate its historic commercial function through large display windows resting on bulkheads, recessed retail entrances, a separate entrance to the upper-story, and the transom window openings (now covered by sign panels). This building shares a pyramidal roof engaged tower with 103 Northwest Third Street on the north elevation.

034. 106 NW Third Street ***Eligibility:*** Contributing
Historic Property Name(s): Viola & Sons
Building Form: One-Part Commercial Block
Date of Construction: c. 1910
Structural System: Load Bearing Brick
Photograph Number: 2
Description: This one-story building's storefront has a recessed center-bay storefront entrance flanked by display windows. The iron storefront lintel is intact, and the transom window opening is intact behind the wood sign board. Corbel courses of brick form a recessed enframement on the upper façade wall.

035. 107 NW Third Street ***Eligibility:*** Contributing
Historic Property Name(s): Post Office Block
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1883
Structural System: Load Bearing Brick
Photograph Number: 1, 2, 28
Description: This building belongs to a unique two-story ensemble that includes the seven buildings from 101 through 115 Northwest Third Street. The distinct grouping has a shared bracketed pressed metal cornice, hipped roof, and limestone corner quoins. Each building has at least two primary facades (north and south), and the end buildings (101 and 115) have a third side elevation. This building retains its original tall, narrow window openings on the upper story, which contain the historic one-over-one light wood sashes. Also intact are the limestone belt courses that form continuous sills and lintels for these windows, as well as the decorative arched brickwork above each window. Though the south storefront has a non-historic wood-paneled storefront arrangement, the north storefront retains its recessed retail entrance and large display windows resting on low brick bulkheads. The retention of the building's key character-defining features of the upper-story, as well as the north storefront provide sufficient integrity for this building to convey its historic commercial associations, as well as its architectural associations with the overall Post Office Block ensemble.

036. 108 NW Third Street ***Eligibility:*** Contributing
Historic Property Name(s): Viola & Sons
Building Form: One-Part Commercial Block
Date of Construction: c. 1922
Structural System: Load Bearing Brick
Photograph Number: 2
Description: This one-story building's storefront has a recessed, off-center storefront entrance flanked by display windows on low bulkheads. The transom window opening is intact behind a wood sign board. A recessed brick panel with corbelled brick dentils is on the upper façade wall.

037. 109 NW Third Street ***Eligibility:*** Contributing
Historic Property Name(s): Post Office Block; Henry & Fowler Drug Store
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1885
Structural System: Load Bearing Brick
Photograph Number: 1, 2, 28
Description: This building belongs to a unique two-story ensemble that includes the seven buildings from 101 through 115 Northwest Third Street. The distinct grouping has a shared bracketed pressed metal cornice, hip roof, and limestone corner quoins. Each building has at least two primary facades (north and south), and the end buildings (101 and 115) have a third, side elevation. The building at 109 Northwest Third Street retains the original tall narrow windows with one-over-one light, double-hung wood sashes on the upper story and the original stone belt courses that form continuous sills and lintels for these windows. This building shares a pyramidal roof engaged tower with 111 Northwest Third Street on both the north and south elevations. The south storefront is non-historic, though it continues to retain large display windows and communicates a commercial function. The north storefront dates to the early twentieth century and retains each of the character-defining elements, including a recessed central retail entrance, flanking display windows on low bulkheads, and a transom window opening (now covered with plywood). Despite the alterations to the south storefront, this building continues to clearly communicate its historic commercial associations, as well as its historic architectural associations with the overall Post Office Block ensemble.

038. 110 NW Third Street ***Eligibility:*** Contributing
Historic Property Name(s): Masonic Temple; Montgomery Ward
Style: Late 19th & Early 20th Century Revivals
Building Form: Two-Part Commercial Block
Date of Construction: c. 1910
Structural System: Load Bearing Brick
Photograph Number: 1, 2, 12, 28
Description: This three-story building has five bays on the primary (south) façade. Upper-story fenestration defines the bays. The window openings contain the historic single and tripartite one-

over-one light, double-hung wood sashes with transoms. The full width of the first story is recessed to form a porch with large octagonal support posts. Additional historic architectural features include the segmental arch openings with keystones located on the outermost bays, the corbel courses of brick that form vertical framing around upper-story windows, and the pressed metal cornice with paired brackets.

039. 111 NW Third Street ***Eligibility:*** Contributing

Historic Property Name(s): Post Office Block; Sanitary Barber & Beauty Shop
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1885
Structural System: Load Bearing Brick
Photograph Number: 1, 2, 28

Description: This building is part of a unique two-story ensemble that includes the seven buildings from 101 through 115 Northwest Third Street. The distinct grouping has a shared bracketed pressed metal cornice, hip roof, and limestone corner quoins. Each building has at least two primary facades (north and south), and the end buildings (101 and 115) have a third, side elevation. The building at 111 Northwest Third Street retains the tall narrow windows original to the upper story and which contain one-over-one light, double-hung wood sashes, as well as the original limestone belt courses that form continuous sills and lintels on these windows. This building shares a pyramidal roof engaged tower with 109 Northwest Third Street on both the north and south elevations. Each storefront features mid-to-late twentieth century storefront alterations, a common occurrence in a downtown in continuous commercial use for more than 120 years. Despite these storefront alterations, the building retains sufficient integrity to communicate its historic commercial associations, as well as its historic and significant architectural associations with the overall Post Office Block ensemble.

040. 115 NW Third Street ***Eligibility:*** Listed

Historic Property Name(s): Perring Building; Post Office Block; Wyandt Building
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: 1902
Structural System: Load Bearing Brick
Photograph Number: 1, 2, 28

Description: This is the last building in a unique two-story ensemble that includes the seven buildings from 101 through 115 Northwest Third Street. The distinct grouping has a shared bracketed pressed metal cornice, hipped roof, and limestone corner quoins. The building at 115 Northwest Third Street has additional limestone detailing in the form of carved arched window lintels, additional stone sills and trim, and features canted wall corners.

041. 201 NW Third Street ***Eligibility:*** Contributing
Historic Property Name(s): Commercial State Bank
Building Form: Two-Part Commercial Block
Date of Construction: c. 1922
Structural System: Load Bearing Brick
Photograph Number: 2
Description: This two-story building retains the original canted corner entrance with its dressed stone enframement. The tapestry brick wall treatment includes stone belt courses, sills, and stone corner blocks, as well as soldier brick window lintels. A stone sign panel over the main entrance door reads, "BANK." All of the original window openings are intact and contain non-historic one-over-one light, double-hung sashes.

042. 203 NW Third Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): Poole's Café
Building Form: One-Part Commercial Block
Date of Construction: c. 1922
Structural System: Load Bearing Brick
Photograph Number: n/a
Description: This one-story building has a non-historic three-bay storefront treatment that includes stucco framing, a recessed entrance, and windows bays. The historic recessed sign panel with a brick diamond motif and the cast stone coping tiles are intact on upper façade wall. If the non-historic stucco panels were removed and the historic storefront system was found to be intact underneath, the building could be reevaluated for eligibility as a contributing resource.

043. 209 NW Third Street ***Eligibility:*** Contributing
Building Form: One-Part Commercial Block
Date of Construction: c. 1922
Structural System: Load Bearing Brick
Photograph Number: n/a
Description: This one-story building retains the historic storefront that includes two small storefronts, each with recessed entrances. The transom window opening is intact behind the signboard and paneling. The upper facade wall features a recessed panel that has stucco cladding and a brick diamond motif.

044. 311 NW Third Street ***Eligibility:*** Contributing
Building Form: Two-Part Commercial Block
Date of Construction: c. 1885/c.1915
Structural System: Load Bearing Brick
Photograph Number: 11
Description: This two-story building features a unified, buff colored brick upper-story façade shared with 209 North Cedar Street. The building at 311 Northwest Third Street is four bays deep (along Northwest Third; the four additional bays toward the alley belong to 209 North Cedar, which has an L-shape plan) and two bays wide along North Cedar. The portion at 209 North Cedar Street

adds four bays to the combined upper story façade that faces west onto North Cedar Street. The historic twelve-over-one light, double-hung wood sash windows are intact on the upper story. Decorative terra cotta medallions over each upper-story window and a continuous band of decorative terra cotta at the cornice level provide embellishment. The storefront retains its early twentieth century configuration, with a recessed retail entrance and transom window above.

045. 406 NW Third Street ***Eligibility:*** Contributing
Historic Property Name(s): United Telephone Exchange Company Building
Building Form: Two-Part Commercial Block
Date of Construction: 1921
Structural System: Load Bearing Brick
Photograph Number: 16
Description: This two-story building's facade has three bays defined by fenestration. The tapestry brick wall treatment includes soldier brick window surrounds with stone corner blocks, and continuous belt courses of contrasting brown brick. Additional character-defining features include the pedimented entrance with pilasters at the east end of the first story, the simple pressed metal cornice, and the terra cotta sign on the raised center section of the façade parapet wall that contains the letters "U" and "T" overlapped in relief.

046. 409 NW Third Street ***Eligibility:*** Listed
Historic Property Name(s): Lamer Hotel; Sunflower Hotel
Style: Art Deco
Building Form: Two-Part Vertical Block
Date of Construction: 1930-31
Structural System: Steel and Reinforced Concrete
Photograph Number: 11, 15
Architect/Builder: Gentry, Alonzo (A); Murray, J.W. (A); Fargo, Joe (B)
Description: This eight-story hotel is ten bays wide and five bays deep. The bays are defined by symmetrical fenestration. The historic eight-over-eight and two-over-two, double-hung window sashes are intact. A slight recess of the façade wall across the six center bays enhances the buildings verticality, a common device of Art Deco style buildings. The original decorative brick work and terra cotta details on the first and second story walls are intact. The main lobby entrance is at the center of the first story, flanked on each side by storefronts.

047. 413 NW Third Street ***Eligibility:*** Non-Contributing
Building Form: Two-Part Commercial Block
Date of Construction: c. 1922
Structural System: Load Bearing Brick
Photograph Number: 15
Description: This two-story building's facade has four bays, defined by the upper-story fenestration. The stepped parapet characterizes the primary façade. The historic one-over-one and four-over-one light, double-hung wood sash windows are intact throughout the upper story. A circa 1952 photo shows the historic storefront. The existing storefront dates to the late twentieth century.

048. 414 NW Third Street ***Eligibility:*** Contributing
Historic Property Name(s): Rasher Funeral Home/Martin Funeral Home
Style: Mission/Spanish Revival
Date of Construction: c. 1928
Structural System: Platform Frame
Photograph Number: 16
Description: This one-story building has a low-pitched intersecting gable roof with the front-facing gable projecting forward at the center of the primary (south) façade. The center bay entrance features a rusticated brick and stone surround, flanked by single windows with decorative iron window grilles. Additional character-defining features include the clay roof tiles, the stucco wall finish, the *faux vigas* (roof beams) projecting from the wall at the rear of the east elevation, the the narrow arched window/vent above the main entrance, and the embedded terra cotta tiles in the upper walls of the primary elevation.

049. 105 NE Fourth Street ***Eligibility:*** Contributing
Historic Property Name(s): Abilene Oil Company
Building Form: One-Part Commercial Block: Filling Station
Date of Construction: c. 1915/c.1940
Structural System: Load Bearing Brick
Photograph Number: 4
Description: This one-story filling station is comprised of a small trapezoidal forward (west) retail/office section and a rectangular plan, five-bay garage/repair rear (east) section. The southwest corner of the parcel, the original filling station drive-through area, remains open. The historic steel sash windows are intact, as are the character defining vehicular bays.

050. 107 NE Fourth Street ***Eligibility:*** Contributing
Building Form: One-Part Commercial Block
Date of Construction: c. 1915
Structural System: Load Bearing Brick
Photograph Number: 4
Description: This simple one-story building's facade has three bays, defined from left to right by a single window, a vehicular bay, and a pedestrian door. Additional windows and a second vehicular bay are on the east, side elevation. Most of the openings retain the historic stone lintels and sills, most of which are painted. A brick chimney is at the east end of the roof.

051. 209 NW Fourth Street ***Eligibility:*** Contributing
Historic Property Name(s): Abilene Public Library; Carnegie Library
Style: Classical Revival
Date of Construction: 1908
Structural System: Load Bearing Brick
Photograph Number: 6
Architect/Builder: Krieger, J.L. (B)

Description: This one-story building has a hip roof and features a temple front architectural treatment comprised of a central, pedimental cross-gable supported by dressed stone piers and round stone columns. Additional character-defining features include the exaggerated keystone over the arched main entrance, the modillions and dentils under the eaves, and the high water table with exposed rough-cut stone foundation below. The 1977 rear addition is set back significantly from the character-defining primary façade. The main entrance doors were replaced in the 1990s.

052. 200 N Broadway Street ***Eligibility:*** Contributing
Style: Modern Movement
Building Form: One-Part Commercial Block
Date of Construction: c. 1954
Structural System: Steel
Photograph Number: 23
Description: This one-story building features the characteristic asymmetrical post-World War II Modern Movement style storefront arrangement, with an off-center recessed storefront at the south end of the façade that is balanced by a blank buff brick wall on the north end. The storefront features an aluminum-frame system with large tinted glass panels, a double-leaf entrance door and large, fixed transom panels above.

053. 203 N Broadway Street ***Eligibility:*** Contributing
Historic Property Name(s): Abilene Bank; Lebold's Bank
Building Form: Two-Part Commercial Block
Date of Construction: c. 1880/c.1915
Structural System: Load Bearing Brick
Photograph Number: 23
Description: This two-story building features a canted corner entrance with an ashlar stone surround. The original tall, narrow window openings are intact behind painted wood panels. In addition to the corner storefront, the building features three additional storefronts, two of which (at the east end of the south elevation) date to the early twentieth century and the other at the north end of the west elevation dates to the late twentieth century. As with a number of buildings in downtown Abilene, the building's remodeling in the early twentieth century included the removal of the Italianate window hoods and cornice and the refacing of the primary elevations with new brick. This redesign included the introduction of patterned brickwork and dentils along the cornice level, both common early twentieth century façade treatments that often replaced the "fussy" "out-of-date" look of the nineteenth century as business owners attempted to modernize their commercial enterprises.

054. 204 N Broadway Street ***Eligibility:*** Non-Contributing
Building Form: Two-Part Commercial Block
Date of Construction: c. 1880
Structural System: Masonry Undetermined
Photograph Number: 11, 23
Description: Metal siding obscures this two-story building's upper façade wall. The

storefront arrangement dates to the late twentieth century and includes a recessed entrance at the south end and four, tall vertical fixed sash windows. If the metal siding and the storefront brick cladding were removed and the historic facade materials found to be intact underneath, the building could be reevaluated for eligibility as a contributing resource.

055. 205 N Broadway Street ***Eligibility:*** Contributing
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1880
Structural System: Load Bearing Brick
Photograph Number: 23
Description: This two-story building features the original pressed metal bracketed cornice; the character-defining cast iron window hoods over the original tall narrow upper-story window openings; and the three-part cast iron storefront that now contains new storefront windows. The storefront has a recessed central entrance flanked by display windows.

056. 206 N Broadway Street ***Eligibility:*** Contributing
Style: Late 19th & Early 20th Century Revivals
Building Form: Two-Part Commercial Block
Date of Construction: c. 1880/c.1905
Structural System: Load Bearing Brick
Photograph Number: 11, 23
Description: This building shares a unified upper-story design with its neighbors at 208 and 212 N Broadway. Light-colored brick, shaped parapets, and geometric medallions characterize this ensemble. The original window openings and wood sashes are intact and include single one-over-one light window units, as well as tripartite windows comprised of a central one-over-one light, double-hung unit, flanking narrow casements, and a transom above. The storefront dates to the early-to-mid-twentieth century; the awning dates to 2008. The original pent roof feature on the upper facade wall deteriorated and was removed.

057. 207 N Broadway Street ***Eligibility:*** Non-Contributing
Building Form: Two-Part Commercial Block
Date of Construction: c. 1880
Structural System: Masonry Undetermined
Photograph Number: 23
Description: This two-story building was remodeled in late twentieth century to its current blank buff-colored brick wall appearance. A single pedestrian door is at the south end. It is non-contributing due to the accumulation of non-historic exterior alterations.

058. 208 N Broadway Street ***Eligibility:*** Contributing
Style: Late 19th & Early 20th Century Revivals
Building Form: Two-Part Commercial Block
Date of Construction: c. 1880/c.1905
Structural System: Load Bearing Brick
Photograph Number: 11, 23
Description: This building shares a unified upper-story design with its neighbors at 206 and 212 N Broadway. Light-colored brick, shaped parapets, and geometric medallions characterize this ensemble. The original window openings and wood sashes are intact and include single one-over-one light window units, as well as tripartite windows comprised of a central one-over-one unit, flanking narrow casements, and a transom above. The storefront dates to the mid-twentieth century. The original pent roof on the upper facade wall deteriorated and was removed.

059. 209 N Broadway Street ***Eligibility:*** Non-Contributing
Building Form: Two-Part Commercial Block
Date of Construction: c. 1880
Photograph Number: 23
Description: This two-story building was remodeled in late twentieth century to its current blank, buff-colored brick wall appearance. A single pedestrian door is at the south end.

060. 212 N Broadway Street ***Eligibility:*** Contributing
Historic Property Name(s): Case Building; Case's Clothing Store
Style: Late 19th & Early 20th Century Revivals
Building Form: Two-Part Commercial Block
Date of Construction: c. 1880/c.1905
Structural System: Load Bearing Brick
Photograph Number: 11, 23
Description: This building shares a unified upper-story design with its neighbors at 206 and 208 N Broadway. Light-colored brick, shaped parapets, and geometric medallions characterize this ensemble. The original window openings and wood sashes are intact and include single one-over-one light window units, as well as tripartite windows comprised of a central one-over-one light, double-hung sash unit, flanking narrow casements, and a transom above. This building retains the original bracketed cornice elements on the upper facade wall, located over the outermost bays of the north and east elevations. Its storefront dates to the early-to-mid-twentieth century; historic photographs show the existing storefront in place by 1952.

061. 213 N Broadway Street ***Eligibility:*** Contributing
Historic Property Name(s): Abilene National Bank Building; First National Bank
Style: Classical Revival
Building Form: Temple Front
Date of Construction: 1906
Structural System: Load Bearing Brick
Photograph Number: 12

Description: This two-story building features a single bay on the primary (west) façade, defined by two full-height, fluted Ionic columns that support a full entablature containing a sign with letters in relief that read, "Abilene National Bank." A non-historic aluminum frame storefront is recessed behind the Temple Front elements. The north elevation (facing Northwest Third Street) has five bays, defined by the original window openings that now contain non-historic fixed sashes. Additional historic architectural features include the dentillated cornice, the high water table, and the engaged pilasters that divide the bays of north elevation. Historic photos show the building retains its historic architectural integrity.

062. 300 N Broadway Street ***Eligibility:*** Contributing
Historic Property Name(s): McInerney Building
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1883
Structural System: Load Bearing Brick
Photograph Number: 10, 23
Architect/Builder: Robinson, E.J. (B)
Description: This two-story building is three bays wide and six bays deep; the bays are defined by upper-story fenestration. The original highly decorative corbel course work at the cornice level is intact, as are the original tall narrow window openings and their cast stone hoods. The storefront on the south elevation dates to c. 1890.

063. 301 N Broadway Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): Farmers National Bank
Building Form: Two-Part Commercial Block
Date of Construction: c. 1908
Structural System: Load Bearing Brick
Photograph Number: 12
Description: This two-story building has two primary elevations (south and west) and features a unique curved wall corner and corner entrance. The original window openings are intact, each with their original transoms and many with painted plywood panels covering the sashes. Engaged pilasters on the second story feature capitals and bases and define the façade bays. Brick corbel courses form dentils that embellish the cornice. The application of the non-original stucco cladding combined with the alteration of the first-story windows and entrance door, prevent this building from conveying its historic architectural associations.

064. 302 N Broadway Street ***Eligibility:*** Contributing
Building Form: Two-Part Commercial Block
Date of Construction: c. 1880/Early Twentieth Century Remodeling
Structural System: Load Bearing Brick
Photograph Number: 10
Description: This two-story building features an early-to-mid twentieth century façade remodeling that included the refacing of the primary (east) elevation with buff-colored brick and the

introduction of a new storefront. The façade has two bays defined by the paired upper-story windows. The storefront retains its historic transom window with its tinted leaded glass. The upper façade wall features modest brick work in the form of a soldier brick course above windows, soldier brick window lintels, header brick sills, and a soldier brick belt course above storefront.

065. 303 N Broadway Street ***Eligibility:*** Non-Contributing
Building Form: One-Part Commercial Block
Date of Construction: c. 1940
Structural System: Masonry Undetermined
Photograph Number: 9
Description: This one-story building reflects a 1970s façade remodeling. No evidence of the building's original construction period is visible from public right-of-way.

066. 304 N Broadway Street ***Eligibility:*** Contributing
Building Form: One-Part Commercial Block
Date of Construction: c. 1905
Structural System: Load Bearing Brick
Photograph Number: 10
Description: This one-story building's facade has three bays, defined by engaged brick piers on the upper façade wall. The cornice features brick corbel courses of brick that form dentils. The storefront dates to the mid-twentieth century and features a broad front with a recessed central entrance flanked by display windows on low bulkheads. Metal panels cover the transom window opening.

067. 308 N Broadway Street ***Eligibility:*** Contributing
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1900
Structural System: Load Bearing Brick
Photograph Number: 10
Description: A late example of the Italianate style, this two-story building has a decorative pressed metal cornice featuring a central pediment and brackets. The tall, narrow upper-story windows have pedimental hoods and decorative corner blocks; metal panels cover the window units. The storefront dates to the early-to-mid- twentieth century and features a recessed central entrance flanked by display windows on low brick bulkheads.

068. 310 N Broadway Street ***Eligibility:*** Contributing
Historic Property Name(s): Long Building
Building Form: Two-Part Commercial Block
Date of Construction: c. 1885/Early Twentieth Century Remodeling
Structural System: Load Bearing Brick
Photograph Number: 10
Description: This building shares a combined upper façade wall with the neighboring building at

314 N Broadway that reflects an early twentieth century treatment. The upper-story of the two buildings has six façade bays (the unit at 310 has four bays; the unit at 314 has two bays) defined by the original window openings (now covered with plywood). The storefronts of each building date to the mid-twentieth century, feature recessed central entrances, and retain the transom window opening behind metal panels. Other features of note include the header and soldier brick courses that form the window lintels, sills, framed panels above windows, and a belt course above the storefronts. The parapet wall rises slightly at regular intervals and features stone coping tiles.

069. 311 N Broadway Street ***Eligibility:*** Contributing
Building Form: Two-Part Commercial Block
Date of Construction: c. 1940
Structural System: Load Bearing Brick
Photograph Number: 9
Description: This two-story building's facade has three bays defined by the upper-story windows that contain the original multi-light steel sash units. The buff-colored tapestry brick treatment includes alternating recessed brick units at window surrounds and cornice level. The storefront dates to the mid-twentieth century and features a deeply recessed center entrance flanked by full-height display windows, and a synthetic panel surround.

070. 314 N Broadway Street ***Eligibility:*** Contributing
Historic Property Name(s): Long Building
Building Form: Two-Part Commercial Block
Date of Construction: c. 1885/Early Twentieth Century remodeling
Structural System: Load Bearing Brick
Photograph Number: 10
Description This building shares a combined upper façade wall with the neighboring building at 314 N Broadway that reflects an early twentieth century treatment. The upper-story of the two buildings has six façade bays (the unit at 310 has four bays; the unit at 314 has two bays) defined by the original window openings. The storefronts of each building date to the mid-twentieth century feature recessed central entrances, and retain the transom window opening behind metal panels. Other features of note include the header and soldier brick courses that form the window lintels, sills, framed panels above windows, and a belt course above the storefronts. The parapet wall rises slightly at regular intervals and features stone coping tiles.

071. 315 N Broadway Street ***Eligibility:*** Contributing
Historic Property Name(s): Gans Building
Building Form: Two-Part Commercial Block
Date of Construction: c. 1922
Structural System: Load Bearing Brick
Photograph Number: 9
Description: This two-story building's facade has two bays, defined by the upper-story fenestration, which includes a single and a paired window. The windows are one-over-one light, double-hung wood sash units. A pedestrian entrance is at the north end and a display window at the

south end. Courses of header brick at window sills and between first and second stories are the only decorative embellishments. A narrow, one-story entrance addition at the south end dates to the 1950s.

072. 316 N Broadway Street ***Eligibility:*** Non-Contributing
Building Form: Two-Part Commercial Block
Date of Construction: c. 1885
Structural System: Masonry Undetermined
Photograph Number: 9
Description: This two-story building is completely sheathed in metal siding that obscures the entire façade. A single pedestrian door is at the south end of the first story. If the metal siding was removed and the original facade materials found to be intact underneath, the building could be reevaluated for eligibility as a contributing resource.

073. 317 N Broadway Street ***Eligibility:*** Contributing
Building Form: One-Part Commercial Block
Date of Construction: c. 1900
Structural System: Load Bearing Stone
Photograph Number: 9
Description: This one-story building's rough-cut stone walls characterize the façade and are relatively unique in downtown Abilene. The historic storefront retains the full-width transom window of tinted leaded glass and the center-bay recessed entrance flanked by large display windows. A visor awning suspended by anchor cables spans the full width of the storefront.

074. 318 N Broadway Street ***Eligibility:*** Contributing
Building Form: Two-Part Commercial Block
Date of Construction: c. 1885/Early Twentieth Century Remodeling
Structural System: Load Bearing Brick
Photograph Number: 9
Description: This two-story building reflects an early twentieth century remodeling. The façade has two bays, defined by the upper-story window openings. The windows are the historic one-over-one light, double-hung wood sash units. The first story retains its early twentieth century storefront with recessed center-bay entrance and full-width transom window. The transom window features leaded panels of colored milk glass. The tapestry brick wall treatment on the upper façade wall includes soldier brick belt courses and window surrounds with decorative corner blocks. A simple cast stone molding defines the cornice level.

075. 321 N Broadway Street ***Eligibility:*** Contributing
Historic Property Name(s): Jeffcoat's Photo Studio
Building Form: One-Part Commercial Block
Date of Construction: 1925
Structural System: Load Bearing Brick
Photograph Number: 9

Description: This one-story building retains the historic storefront with its recessed center-bay double entrance and display windows. Soldier course and header brick embellish the upper façade wall. A non-original stucco material covers the sign panel on the upper façade wall. A cloth awning spans the historic transom window opening.

076. 324 N Broadway Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): Shockey & Landes Furniture & Hardware Store
Building Form: Two-Part Commercial Block
Date of Construction: c. 1890
Structural System: Load Bearing Brick
Photograph Number: 9
Description: This two-story building is fully sheathed in metal siding. The storefront dates to after 1947. If the metal siding was removed and the original façade materials found to be intact underneath, the building could be reevaluated for eligibility as a contributing resource.

077. 327 N Broadway Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): Firestone; Gugler Insurance
Building Form: Two-Part Commercial Block
Date of Construction: c. 1915
Structural System: Reinforced Concrete
Photograph Number: 9
Description: This two-story building has metal siding that obscures the entire exterior. Historic photos suggest the original building retains integrity under the siding. If the siding was removed and the original materials found to be intact underneath, the building could be reevaluated for eligibility as a contributing resource to the District.

078. 419 N Broadway Street ***Eligibility:*** Contributing
Historic Property Name(s): Abilene City Hall & Auditorium
Style: Classical Revival
Date of Construction: c. 1922
Structural System: Steel
Photograph Number: 7, 8
Description: This combined City Hall (west half) and Community Auditorium (east half) building is two stories in height. The west elevation is the City Hall facade, which features a central colonnade porch with full-height square brick support columns. This elevation has fifteen (15) bays, defined by single windows, a fire department vehicular bay at the south end, and two minor 1980s alterations - a concrete access ramp and a transparent entrance airlock. The east elevation is the Community Auditorium facade, which features a central engaged colonnaded porch with four, full-height fluted Doric columns; eleven (11) bays defined by single windows; and three central entrance doors with dressed stone surrounds.

079. 201 N Buckeye Avenue ***Eligibility:*** Contributing

Historic Property Name(s): Wells Fargo Express Co.
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1870
Structural System: Load Bearing Brick
Photograph Number: 29
Description: This two-story building's façade has two bays defined by the upper-story window openings, which are tall and narrow and feature projecting brick hoods. The original cast-iron storefront frame is intact. Projecting brick corbel courses form a decorative cornice. The stucco sheathing appears to date to the early-to-mid twentieth century.

080. 203 N Buckeye Avenue ***Eligibility:*** Contributing

Building Form: One-Part Commercial Block
Date of Construction: c. 1930
Structural System: Load Bearing Brick
Photograph Number: 29
Description: This one-story building's facade has three bays defined by brick piers that form a center entrance and two flanking display windows. Contrasting stone trim reflects the influence of the Art Deco style with geometric pendants and framed panels. All of the historic window and vehicular openings are intact and contain new windows, brick infill, or overhead metal doors. Additional vehicular bays are at the rear of the north side elevation.

081. 217 N Buckeye Avenue ***Eligibility:*** Contributing

Historic Property Name(s): Abilene Post Office
Style: Classical Revival
Date of Construction: 1914
Structural System: Steel
Photograph Number: 29
Description: This tall, one-story building has a hip roof and a symmetrical façade characterized by a temple front design that includes four engaged Ionic columns flanking a tall arched entrance. Additional character-defining architectural features include decorative stone medallions set into the façade's upper wall, the dentil cornice, the decorative grille in the archway over the main entrance, and the retention of all original window openings.

082. 301-03 N Buckeye Avenue ***Eligibility:*** Listed

Historic Property Name(s): Kirby Building
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: 1885
Structural System: Load Bearing Brick
Photograph Number: 3
Description: This two-story building features a pressed metal cornice with brackets, stone corner

quoins, and decorative brick work at the cornice level. This building shares a continuous pressed metal cornice with its neighbors at 305-07 and 309 North Buckeye Avenue. The original window openings, which are tall and narrow, are intact and contain paired, one-over-one light, double-hung sash wood window sashes under projecting brick hoods. The historic storefront is intact, featuring a recessed center entrance and flanking display windows. The two-story rear addition was constructed between 1926 and 1947. It is a near twin to its neighbor at 305-07 North Buckeye Avenue.

083. 305-07 N Buckeye Avenue ***Eligibility:*** Listed in the National Register

Historic Property Name(s): Brenizer Building
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: 1885
Structural System: Load Bearing Brick
Photograph Number: 3

Description: This two-story building features a pressed metal cornice with brackets, stone corner quoins, and decorative brick work at the cornice level. This building shares a continuous pressed metal cornice with its neighbors at 301-03 and 309 North Buckeye Avenue. The original window openings, which are tall and narrow, are intact and contain paired one-over-one light, double-hung wood window sashes under projecting brick hoods. The historic storefront is intact, featuring a recessed center entrance and flanking display windows. The one-story rear addition to the south half of the building was constructed around 1922. The one-story rear addition to the north half was built between 1926 and 1947. It is a near twin to its neighbor at 301-03 North Buckeye Avenue.

084. 309 N Buckeye Avenue ***Eligibility:*** Listed in the National Register

Historic Property Name(s): Kleenall Cleaners Building
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: 1886
Structural System: Load Bearing Brick
Photograph Number: 3

Description: This two-story building features a pressed metal cornice with brackets, stone corner quoins, and decorative brick work at cornice level. This building shares a continuous pressed metal cornice with its neighbors at 305-07 and 301-03 North Buckeye Avenue. The original window openings are intact and contain one-over-one wood window sashes under projecting brick hoods. The historic storefront is intact, featuring a recessed center entrance and flanking display windows. The doorway to the upper-story is at the south end of the first story.

085. 312 N Buckeye Avenue ***Eligibility:*** Contributing
Historic Property Name(s): Vickers-Kinderdick Furniture
Building Form: One-Part Commercial Block
Date of Construction: c. 1910
Structural System: Load Bearing Brick
Photograph Number: n/a
Description: This one-story building has three façade bays, defined by a recessed center entrance and two large flanking display windows. Brickwork embellishes the façade in the form of corner quoins, framed panels on the upper façade wall, and dentils at cornice level. The alley side elevation features seven small arched windows set high in the wall.

086. 313 N Buckeye Avenue ***Eligibility:*** Contributing
Historic Property Name(s): Kugler Building
Building Form: One-Part Commercial Block
Date of Construction: c. 1918
Structural System: Load Bearing Brick
Photograph Number: 3
Description: This one-story building's facade has three bays defined by a recessed center entrance and two large flanking display windows. Patterned brickwork provides the only embellishment to the upper façade wall in the form of framed panels, a diamond block motif, tile parapet coping, and in letters that read, "KUGLER." Historic loading bays are intact under wood panels on the rear elevation.

087. 314 N Buckeye Avenue ***Eligibility:*** Non-Contributing
Historic Property Name(s): Meier Building
Building Form: One-Part Commercial Block
Date of Construction: c. 1918
Structural System: Masonry undetermined
Photograph Number: n/a
Description: This one-story building[7] has wood paneling that obscures the entire façade. A wood-shingled pent roof that dates to the late twentieth century spans the full width of façade. A non-historic pedestrian door and two non-historic display windows are off-center at the north end of the façade wall. If the non-historic cladding was removed and the historic facade materials found to be intact underneath, the building could be reevaluated for eligibility as a contributing resource.

088. 319 N Buckeye Avenue ***Eligibility:*** Contributing
Historic Property Name(s): Ford Auto Sales & Service; Western Merchandise Co.; Duckwall's General Offices
Building Form: One-Part Commercial Block
Date of Construction: c. 1922
Structural System: Load Bearing Brick

[7] According to the current owner, an upper half-story may be intact behind the façade sheathing.

Photograph Number: 3
Description: This one-story building's façade has five bays, defined by a recessed center bay entrance flanked by four display windows. The outermost windows have tall, arched openings that contain non-historic wood panels. Brickwork provides embellishment to the façade in the form of framed panels and diamond patterns on the upper façade wall, soldier brick window surrounds, and belt courses. Historic loading bays are intact on the rear elevation and contain overhead doors. The north, side elevation has six bays, defined by paired arched window openings currently covered with plywood panels.

089. 330 N Buckeye Avenue ***Eligibility:*** Contributing
Historic Property Name(s): Redman Garage; Kroger Grocery
Building Form: Two-Part Commercial Block
Date of Construction: c. 1915/c.1922
Structural System: Load Bearing Brick
Photograph Number: 3
Description: This two-story building is eight bays wide and eight bays deep. The bays are defined by the upper-story fenestration, which is comprised of paired windows. The original six-over-one light, double-hung wood sashes are intact in these openings behind storm sashes. Engaged brick piers on the upper facade walls further define the bays. Modest brick corbel courses define the cornice. The storefronts date to a mid-to-late twentieth century remodeling.

090. 100 N Cedar Street ***Eligibility:*** Contributing
Building Form: One-Part Commercial Block
Date of Construction: c. 1950
Structural System: Concrete Block
Photograph Number: 19
Description: This one-story building's facade has three bays, defined from left to right, by a large two-part display window, paired entrance doors, and a smaller display window. A visor awning spans the full width of the east elevation. Additional architectural features include the buff-colored brick facing on the primary (east) elevation, the header brick courses capping the parapet, and pilasters on the side (south and north) walls.

091. 101 N Cedar Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): Belle Springs Cream Station
Building Form: One-Part Commercial Block
Date of Construction: c. 1922
Structural System: Platform Frame
Photograph Number: 19
Description: This one-story building originally featured an open drive-thru at the southwest corner, which is now enclosed. The pyramidal roof has clay tile cladding. The building has two primary elevations and is three bays wide and four bays deep. The historic paired six-over-six light, double-hung wood sash windows are intact in the north end bay of the west elevation. A non-historic pedestrian door and a two-part display window are at south end. A brick chimney is on the rear

roof slope. If the non-historic drive-through enclosure were removed and the history building materials found to be intact underneath, the building could be reevaluated for eligibility as a contributing resource.

092. 105 N Cedar Street ***Eligibility:*** Contributing
Historic Property Name(s): Whitworth Market
Building Form: One-Part Commercial Block
Date of Construction: c. 1945
Structural System: Masonry Undetermined
Photograph Number: 19
Description: This one-story building has a canted corner entrance, buff brick walls, and cast stone parapet coping. It has five bays on the primary (west) elevation defined from left to right by: the corner entrance, a large two-part display window, two single pedestrian doors, and another large display window. A flat visor awning spans the primary elevation and half of the side (north) elevation. An additional pedestrian entrance and a display window are in the north elevation.

093. 107 N Cedar Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): J.L. Kruger Lumber Co.; Kansas Lumber Co.
Building Form: Warehouse
Date of Construction: c. 1915
Structural System: Platform Frame
Photograph Number: 19, 25
Description: This two-story building is comprised of a central hip roof section and a full-length two-story shed roof section along each side elevation. Open lumber storage bays, vehicular bays, and the overall functional design characterize this building. It retains its overhanging sheltered walkway along the south elevation, a character-defining feature of historic lumberyard buildings. The wood panel siding is non-original, and the practices of the Kansas State Historical Society's Cultural Resource Division's dictates the building's status be non-contributing due to the presence of secondary siding.

094. 110 N Cedar Street ***Eligibility:*** Listed in the National Register
Historic Property Name(s): Union Pacific Railroad Freight Depot
Style: Mission/Spanish Revival
Building Form: Depot
Date of Construction: 1928-29
Structural System: Load Bearing Brick
Photograph Number: 17, 18, 19
Architect/Builder: Underwood, Gilbert Stanley (A); Johnson, G.A. & Sons (B)
Description: This one-story building is comprised of a gabled forward (east) section and a long flat roof section at the rear (west). The gabled section features the main entrance and has a clay tile roof, a highly decorative terra cotta entrance surround, and a shaped parapet. Large vehicular bays with original transom windows characterize the north and south elevations. The original concrete railroad platform is still intact, extending from the west end of the west elevation.

095. 203 N Cedar Street ***Eligibility:*** Contributing

Historic Property Name(s): Masonic Lodge
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1880
Structural System: Load Bearing Brick
Photograph Number: 17, 19
Description: This two-story building is six bays wide (south elevation) and seven bays deep (west elevation). It features a canted corner entrance. The bays are defined by the upper-story window openings, which are tall and narrow and retain the original cast iron hoods and two-over-two light, double-hung wood sashes. The original pressed metal cornice with paired brackets is intact. Large storefront display windows are located on the first story of the south elevation and the north end of the west elevation; the transom windows of these storefronts and some of the display windows are covered with wood panels.

096. 204 N Cedar Street ***Eligibility:*** Contributing

Historic Property Name(s): Quillen & Waddle Pharmacy
Building Form: Two-Part Commercial Block
Date of Construction: c. 1880
Structural System: Load Bearing Brick
Photograph Number: 15, 17
Description: This two-story building's facade has three bays, defined by the upper-story windows. The façade features an early twentieth century (1920s) tapestry brick treatment on the upper façade wall, which includes soldier brick course window surrounds, header brick enframements, and corbel courses of brick at the cornice. The storefront dates to early-to-mid twentieth century. Of note is the historic exterior enclosed staircase on the south elevation. A non-original visor awning spans the first story of this building and the two storefronts to the north (206 and 208 North Cedar Street).

097. 205 N Cedar Street ***Eligibility:*** Contributing

Historic Property Name(s): Bienz Barber Shop
Building Form: One-Part Commercial Block
Date of Construction: c. 1930
Structural System: Load Bearing Brick
Photograph Number: 17
Architect/Builder: Bienz, Nelson (B)
Description: This one-story, very small historic alley infill building is comprised of a very narrow and short (in-depth) storefront with enclosed staircases behind that lead to the upper floors of the neighboring buildings (203 and 207 N. Cedar Street). The upper façade wall has a tapestry brick treatment of soldier and header brick course work of contrasting colors. The storefront has two pedestrian doors -- one leading directly to the stairs and the other into the tiny storefront, which features three-quarter height sidelights.

098. 206 N Cedar Street ***Eligibility:*** Contributing
Historic Property Name(s): Kansas Cash Grocery
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1880
Structural System: Load Bearing Brick
Photograph Number: 15, 17
Description: This two-story building's facade has three bays, defined by the upper-story window openings. These windows are tall and narrow and contain the original two-over-two light, double-hung wood sashes under elaborately carved Italianate hoods. The pressed metal, bracketed cornice is intact. The storefront dates to the early-to-mid twentieth century and features a recessed entrance at the north end and a two-part display window at the south end that rests on a low brick bulkhead. The transom window is intact under wood paneling. A non-original visor awning spans the first story of this building and the two neighboring storefronts (204 and 208 North Cedar Street). A painted wall sign above the transom reads, "Kansas Cash Store" in cursive letters.

099. 207 N Cedar Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): Ottinger's Appliance; First National Bank
Building Form: Two-Part Commercial Block
Date of Construction: c. 1880
Structural System: Load Bearing Stone
Photograph Number: 17
Description: This two-story building's facade has three bays, defined by the upper-story window openings. The upper facade wall has non-historic stucco cladding painted to mimic large unit stone masonry. The storefront dates to the early-to-mid twentieth century and features a central recessed entrance and flanking display cases. If the stucco was removed and the historic materials found to be intact underneath, the building could be reevaluated for its eligibility as a contributing resource.

100. 208 N Cedar Street ***Eligibility:*** Contributing
Historic Property Name(s): Dvorak Repair Shop and Meiers Shoe shop
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1885
Structural System: Load Bearing Brick
Photograph Number: 15, 17
Description: This building shares a unified upper-story design with 210 and 214 North Cedar Street. Shared features include the pressed metal cornice with brackets and dentils, single windows with pressed metal hoods; the historic one-over-one light, double-hung wood sash windows, and the stone windowsills. The storefront of 208 North Cedar Street dates to the mid-twentieth century and features a deeply recessed center entrance with stepped display cases on each side, and salmon-colored structural glass panels on the façade. A non-original visor awning spans the first story of this building and the two storefronts to the south (206 and 204 North Cedar Street).

101. 209 N Cedar Street ***Eligibility:*** Contributing
Historic Property Name(s): Pinkham Dry Goods; Pinkham & Son
Building Form: Two-Part Commercial Block
Date of Construction: c. 1885/c.1915
Structural System: Load Bearing Brick
Photograph Number: 17
Description: This two-story building features a unified, buff colored brick upper-story façade shared with 311 Northwest Third Street. The unit at 209 North Cedar Street has an L-shaped plan and wraps behind 311 Northwest Third Street to present four bays to Northwest Third Street. The 209 North Cedar Street building has four bays facing North Cedar Street; the unit at 311 Northwest Third Street adds two bays to the combined upper story facade. The historic twelve-over-one light, double-hung wood sash windows are intact on the upper story. Decorative terra cotta medallions over each upper-story window and a continuous band of decorative terra cotta at cornice level provide embellishment. The storefront dates to the early twentieth century and features a deeply recessed center entrance with flanking, stepped display windows on tiled bulkheads. The recessed entrance to the upper story is at the north end, between the storefronts at 209 North Cedar Street and 311 Northwest Third Street.

102. 210 N Cedar Street ***Eligibility:*** Contributing
Historic Property Name(s): Ben Franklin 5-and-10
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1885/1903/1958
Structural System: Load Bearing Brick
Photograph Number: 15, 17
Description: This two-story building is comprised of the six central bays (defined by upper-story fenestration) of a twelve-bay façade; it shares a unified, upper-story design with its neighbors on either side at 208 and 214 North Cedar Street. Shared features include the pressed metal cornice with brackets and dentils, the single windows with pressed metal hoods, the historic one-over-one light, double-hung wood sash windows, and stone windowsills. There are also shared stairwells leading to the upper floors between the unit addressed as 210 North Cedar Street and its two neighbors. The storefront dates to circa1958 and features a pair of identical storefronts with central recessed entrances and aluminum framed display windows on brick bulkheads.

103. 214 N Cedar Street ***Eligibility:*** Contributing
Historic Property Name(s): Minnick and Taylor; Miller's Flower Shop
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1885
Structural System: Load Bearing Brick
Photograph Number: 15, 17
Description: This building has a unified upper-story plan addressed as 208 and 210 North Cedar Street. Shared features include the pressed metal cornice with brackets and dentils, the single

windows with pressed metal hoods, the historic one-over-one light wood sash windows, and the stone windowsills. The storefront dates to the late-twentieth century. Despite the non-historic storefront, this building's unified upper-story design that is share with 208 and 210 North Cedar Street defines the building and the storefront change does not affect the building's overall ability to convey its historic commercial and architectural associations with the overall ensemble.

104. 300 N Cedar Street ***Eligibility:*** Listed

Historic Property Name(s): United Building
Building Form: Two-Part Commercial Block
Date of Construction: c. 1886/1927
Structural System: Load Bearing Brick
Photograph Number: 10, 13, 16
Architect/Builder: Murray, Joe (A); Fargo, Joe (B)
Description: This three-story building is fourteen bays wide and seven bays deep with two primary elevations on the east and south. The bays are defined by the upper-story fenestration. The windows are single and paired one-over-one light double-hung wood sash units. The first story features two main entrances - a canted corner entrance at the southeast corner and another at the center of the east elevation. Both entrances feature decorative terra cotta surrounds. Additional historic architectural features include the multiple terra cotta belt courses, the terra cotta cornice with modillions, and the original early twentieth century storefronts, each with recessed entrances, brick bulkheads, and full-width transom windows.

105. 301 N Cedar Street ***Eligibility:*** Contributing

Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1880/c.1900
Structural System: Load Bearing Brick
Photograph Number: 10, 13
Description: This two-story building has two primary elevations (west and south) and is three bays wide and five bays deep. The bays are defined by the upper-story windows that are tall and narrow and retain their cast iron hoods. The main entrance is at the canted southwest corner. The third story was removed around 1900, resulting in the existing simple cornice treatment.

106. 303 N Cedar Street ***Eligibility:*** Contributing

Historic Property Name(s): Wilson Brothers Paint Store
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1880
Structural System: Load Bearing Brick
Photograph Number: 13
Description: This two-story building's facade has three bays, defined by the upper-story window openings that retain the historic tall, narrow, one-over-one light, double-hung wood sashes and decorative hoods. The original pressed metal cornice with brackets and modillions is intact. The

late nineteenth century cast iron storefront frame is also intact, featuring an entrance to the upper story at the south end, a recessed storefront entrance, replacement display windows, and the transom window.

107. 307 N Cedar Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): McCollam Hotel; Cottage Hotel
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1880
Structural System: Load Bearing Brick
Photograph Number: 13
Description: This two-story building's facade has five bays, defined by the upper-story windows that retain the segmental arched openings and stone sills. The historic pressed metal cornice with paired brackets is intact. The storefront has been altered numerous times; however, remnants of arched window openings are apparent. Large sections of the primary façade are covered by non-historic stucco panels. If this siding was removed and the original materials found to be intact underneath, the building could be reevaluated as a contributing resource to the District.

108. 309 N Cedar Street ***Eligibility:*** Contributing
Historic Property Name(s): Issitt Repair Shop
Building Form: One-Part Commercial Block
Date of Construction: c. 1922
Structural System: Ceramic Block
Photograph Number: 13
Description: This simple, one-story building's facade has three bays, defined by a central vehicular bay, a multi-light steel sash window, and a pedestrian door. The utilitarian appearance is characteristic of its historic function. A recent remodeling retained the character-defining simplicity of the building with a simple storefront installed in the vehicular bay and the other bays remaining unchanged.

109. 311 N Cedar Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): J-Hawk Lunch Counter
Building Form: One-Part Commercial Block
Date of Construction: c. 1940
Structural System: Ceramic Block
Photograph Number: 13, 14
Description: This one-story building has brown brick facing on the upper façade wall that forms a shaped parapet. The brick features modest projecting header brick courses as the only embellishment. The remainder of the façade is obscured by non-historic wood paneling and a wood-clad pent roof. A non-historic central double-leaf aluminum frame entrance door is flanked by two display windows. If the non-historic siding was removed and the original façade materials found to be intact underneath, the building could be reconsidered as a contributing resource to the District.

110. 312 N Cedar Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Nita's Gift Shop
Building Form: One-Part Commercial Block
Date of Construction: c. 1907
Structural System: Masonry Undetermined
Photograph Number: 14
Description: This simple one-story building has vinyl siding that obscures the entire exterior with no visible indication of the building's historic period of construction. The primary façade features a central double-leaf entrance flanked by display windows. If the siding was removed, and the historic materials found to be intact underneath, the building should be reevaluated for consideration as a contributing resource to the District.

111. 319 N Cedar Street ***Eligibility:*** Contributing

Historic Property Name(s): Union Bus Depot
Style: Modern Movement
Building Form: One-Part Commercial Block
Date of Construction: c. 1950
Structural System: Concrete Block
Photograph Number: 13, 14
Description: This one-story building's facade has seven bays, defined from left to right by a single pedestrian entrance door, two large three-part display windows, a single entrance door, a large vehicular bay, a vertical row of small square windows, and a large display window. The small square windows feature cast stone surrounds and date the facade as a mid-twentieth century treatment. Additional architectural features include the contrasting salmon and brown brick facing and the streamlined aluminum lintel facing over each display window and the vehicular bay.

112. 320 N Cedar Street ***Eligibility:*** Listed

Historic Property Name(s): Trinity Evangelical Lutheran Church
Style: Gothic Revival
Building Form: Corner Steeple
Date of Construction: 1878/1907/1973
Structural System: Load Bearing Brick
Photograph Number: 14
Architect/Builder: Hallock & Presney (B, 1878); Harris, W.E. (A, 1907 addition)
Description: This church is comprised of a gable-front main block, a corner steeple at the northeast corner above an entrance vestibule, and a cross-gabled 1907 addition extending from the south elevation. The steeple has a hip roof, open bell tower, and pent roof "skirt" below. The primary (east) elevation features a large central pointed arch window flanked by two smaller segmental arch windows with brick hoods. Decorative brick work includes corbel courses creating a stepped pattern under the eaves and a large arched enframement around the central window. A large non-historic one-story addition (1973) with a Mansard roof stands at the south end of the lot, linked to the historic building at the rear (west) elevation.

113. 321 N Cedar Street ***Eligibility:*** Contributing
Historic Property Name(s): Shockey & Landes Furniture & Hardware Warehouse
Style: Modern Movement
Building Form: Two-Part Commercial Block
Date of Construction: c. 1907/1941
Structural System: Load Bearing Brick
Photograph Number: 13, 14
Description: This two-story building is three bays wide and four bays deep, defined by the upper-story fenestration. The building reflects a 1941 exterior remodeling as the result of a fire. Multi-light horizontal steel windows are arranged in bands that are visually linked by dark brick spandrels that contrast with remainder of face brick. The first story of the west elevation features a flush storefront defined by a central entrance and two flanking display windows on brick bulkheads. A wood panel covers the north display window. A vehicular bay is at the east end of the north elevation adjacent to the alley.

114. 106 N Spruce Street ***Eligibility:*** Non-Contributing
Building Form: One-Part Commercial Block
Date of Construction: c. 1940
Structural System: Ceramic Block
Description: This one-story building has a gable roof and two primary façade bays defined by a pedestrian entrance and a display window. The façade openings have been altered with brick infill and painted. A non-historic pent roof spans the full width of façade. Small square windows with multi-light steel sash windows are in the south side elevation. Two vehicular bays and a historic half-light wood paneled pedestrian entrance door are in the north elevation.

115. 206 N Spruce Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): Shank & Brenneman Paint Store
Building Form: Two-Part Commercial Block
Date of Construction: c. 1915
Structural System: Load Bearing Brick
Photograph Number: 24
Description: This two-story building's facade has two bays, defined by the upper-story window openings that contain the historic broad, one-over-one light, double-hung wood sashes. The windows also retain the historic header brick lintels and sills. Brick corbel courses form large window enframements. The historic pressed metal cornice with brackets is intact. The storefront opening contains a non-historic wood shingled pent roof, a non-historic recessed entrance at the south end, and brick infill at the north end. The storefront alterations date to the late twentieth century. Despite the retention of the historic upper façade elements, the changes to the storefront compromise the building's ability to convey its historic commercial associations.

116. 307 N Spruce Street ***Eligibility:*** Contributing
Historic Property Name(s): Abilene Cleansing Co.
Building Form: One-Part Commercial Block
Date of Construction: c. 1910
Structural System: Load Bearing Brick
Photograph Number: 5
Description: This one-story building features an upper façade wall embellishment in the form of brick corbel courses at the cornice level. The storefront, previously covered with metal siding, was recently revealed. Engaged brick piers with stone capitals divide the façade into three bays. These bays contain a central entrance flanked by display windows. The alley side (south) elevation features arched brick window openings that have CMU infill.

117. 311 N Spruce Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): Town Tavern
Building Form: One-Part Commercial Block
Date of Construction: c. 1910
Structural System: Load Bearing Brick
Photograph Number: 5
Description: This one-story building features an upper façade wall embellished with modest brick work at the cornice level and an modest applied cornice molding above the storefront. The historic storefront openings are currently covered with wood paneling. The façade features a central flush entrance flanked by display windows. If the non-historic paneling is removed and the original materials found to be intact underneath, the building could be reevaluated for potential as a contributing resource to the District.

118. 315 N Spruce Street ***Eligibility:*** Non-Contributing
Building Form: One-Part Commercial Block
Date of Construction: c. 1910
Structural System: Load Bearing Brick
Photograph Number: 5
Description: This one-story building features an upper façade wall embellished with decorative brick work at the cornice level and an applied cornice molding above the storefront. Brick piers divide the storefront into five bays that contain display windows, pedestrian entrances, and a vehicular bay at the south end. The storefront arrangement appears to date to the mid-to-late twentieth century. Currently metal siding covers transom window openings and a non-historic aluminum awning spans the façade. These elements compromise the building's ability to convey its historic associations, and if they were removed, the building could be reevaluated as a potential contributing resource to the District.

119. 317 N Spruce Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Eshelman Plumbing & Heating
Style: Italianate
Building Form: Two-Part Commercial Block
Date of Construction: c. 1909
Structural System: Load Bearing Brick
Photograph Number: 5

Description: This two-story building's facade has five bays, defined by brick pilasters on the upper façade wall. The highly decorative pressed metal cornice with numerous brackets is intact, as are the upper-story tall narrow window openings that now contain CMU. The historic storefront is obscured by metal siding and Perma-stone. This storefront features a central recessed entrance that contains a group of three entrance doors. If the upper-story windows were restored and the first-story storefront revealed through the removal of the Perma-stone and siding, the building could be reevaluated as a possible contributing resource to the District.

120. 321 N Spruce Street ***Eligibility:*** Contributing

Historic Property Name(s): Lyric Theater
Building Form: Vault
Date of Construction: c. 1915
Structural System: Steel
Photograph Number: 5

Description: This tall one-story building features a large, center opening on the primary (west) elevation with contrasting red and cream-colored brick enframing the opening and the façade as a whole, a characteristic of the Vault Commercial Property Type. The simple pressed metal cornice is intact, as is the shaped parapet's stone coping. The side elevation has pilasters and high window openings with stone sills. The contrasting brick treatment is repeated at the rear (east) end of north elevation. The retention of the building's overall massing and character-defining red and cream-colored façade enframement, provides sufficient integrity for the building to continue to clearly convey its historic associations.

121. 0 Texas Street ***Eligibility:*** Non-Contributing

Building Form: Warehouse
Date of Construction: c. 1965
Structural System: Platform Frame

Description: This one-story, gabled Butler Manufacturing Company prefabricated building functions as a warehouse and has vertical metal siding and the identifying Butler sign at the gable peak. A sliding door vehicular bay is on south elevation. Two large vehicular bays and a pedestrian door are on east the elevation. The building rests on a concrete pad.

122. 209 Texas Street ***Eligibility:*** Contributing

Historic Property Name(s): Toliver Machine Shop & Garage
Building Form: One-Part Commercial Block
Date of Construction: c. 1915
Structural System: Load Bearing Brick
Photograph Number: 25, 26

Description: This one-story building has four bays in the primary (north) elevation. The bays are defined by brick piers and contain display windows on brick bulkheads and aluminum-framed entrance doors. The transom windows appear to be intact behind wood panel siding. Corbelled brick work embellishes the upper façade wall in the form of recessed panels, belt courses, and piers that rise above the parapet wall. The building spans the full width of the block and features a second primary elevation facing south onto West First Street. This south elevation features arched window and vehicular bay openings, each with three courses of header brick forming the arch. The window openings contain paired windows, covered partially by plywood; the vehicular bay has an overhead metal door.

123. Railroad Alignment ***Eligibility:*** Contributing Structure

Historic Property Name(s): Union Pacific Railroad; Kansas Pacific Railroad
Date of Construction: c.1867
Photograph Number: 18, 19, 27

Description: The historic railroad alignment bisects downtown Abilene on a diagonal northeast/southwest axis and defines the spatial organization of the commercial area. Three sets of parallel tracks occupy the gravel-covered grade, which is approximately forty feet wide. Automatic crossing gates shield traffic from the at-grade crossings of North Buckeye Avenue and North Cedar Street. The railroad alignment retains a high degree of integrity and clearly conveys its character-defining features. Given the importance of this cultural landscape element to the significance of the historic district, it is counted as a contributing structure.

STATEMENT OF SIGNIFICANCE

The Abilene Downtown Historic District includes the historic business and civic center of the City of Abilene, Dickinson County, Kansas. It is eligible for listing in the National Register for its local significance under Criterion A in the areas of COMMERCE and COMMUNITY PLANNING AND DEVELOPMENT and under Criterion C in the area of ARCHITECTURE. The District comprises the contiguous commercial, industrial, social, and governmental resources that retain architectural integrity and continue to reflect the evolution of Abilene's commercial center from the end of the Civil War through World War II and into the post-war period. The District includes 123 resources constructed between circa 1867 and circa 1960 and comprised of seventy-five (75) contributing buildings, four (4) contributing structures, thirty-four (35) non-contributing buildings, and nine (9) National Register listed buildings constructed between circa 1867 and 1960. Where once they shared the same distinctive characteristics with many buildings of their time; today, many of them are important as lone survivors of their period of construction, functional property type, and/or architectural property type. The District is locally significant in the area of Commerce for its associations with the growth of Abilene as a county seat and railroad market center. As county seat and, with the arrival of the railroad, as the rail head for the Chisholm Trail, Abilene grew to become a major railroad agricultural market center in Dickinson County and in Kansas. The physical and architectural development of the downtown commercial center reflects the importance of the railroad in the community's commercial history. The changes in building design, functional property types, and types of businesses reflect the changing needs of its citizens and shifts in the town's economic base. The District is locally significant in the area of Community Planning and Development for its associations with significant urban development patterns relating to late nineteenth and early twentieth century railroad market centers. The District straddles the original alignment of the Union Pacific Railroad and incorporates the adjacent grid of streets and alleys that served as the community's commercial core for over one hundred years. It visually reflects the pattern of commercial land use unique to towns that developed along rail lines in the mid-nineteenth century. The District's period of significance begins with the construction of the railroad alignment and ends at the arbitrary fifty-year cut-off date established by the National Park Service to provide sufficient passage of time to allow objective evaluation of the historic resources at the time of its listing. The period of significance acknowledges historic alterations in response to specific functional and marketing needs and new commercial styles and accepts the buildings that experienced such alterations within the period of significance as contributing elements to the District.

ELABORATION

ECONOMIC AND COMMERCIAL DEVELOPMENT OF ABILENE, KANSAS

EARLY SETTLEMENT PERIOD: 1855-1880

A Native Landscape[8]

Abilene, Kansas is located at the confluence of the Smoky Hill River and Turkey Creek in Grant Township in Dickinson County, which is about one hundred and thirty miles west of the Missouri River. With the exception of the northwest and southwest portions of the county, Dickinson County is undulating prairie land composed of deep alluvial soil and limestone and clay subsoil.

The most important waterway in the county is the Smokey Hill River, which runs from west to east in a serpentine course through the center of the county. Streams of clear water occur at intervals of a few miles. Although there are no springs in the county of any importance, settlers could avail themselves of good well water from underground springs at depths ranging from twenty to sixty feet.

The valleys along the Smoky Hill River and large creeks range from one-half to three miles wide. The heaviest bodies of timber were along the Smoky Hill River and the creeks. In the late nineteenth century, nearly all the streams featured belts of timber consisting chiefly of ash, walnut, hackberry, elm, oak, and cottonwood. Turkey Creek empties into the Smoky Hill River at the south end of Grant Township and about three miles south of the original town plat of the City of Abilene.

Prior to and during the early stages of Euro-American settlement, the wide valley of the Smoky Hill River and the surrounding plains formed the hunting grounds of various Indian nations in the region. From the south came the Kaw[9], from the north and west came the Sioux, Pawnee and Cheyenne, and from the east from federally designated reservations came the Delaware and Pottawatomie. As late as 1860, the region of the Smoky Hill River remained a favorite hunting venue for these tribes.[10]

Euro-American Settlement

The first permanent claim by a Euro-American settler in Dickinson County occurred in 1855. The next year, T. F. Hersey established a claim on Mud Creek adjacent to present-day Abilene. Another early

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[8] Information in the following section is from *History of the State of Kansas* (Chicago: A.T. Andreas, 1883). "Kansas Collection." Available from http://www.ancoll.org/books/cutler/dickinson/dickinson-co-p1.html Internet; accessed 13 September 2008.

[9] Also referred to as the *Kansa* and *Kanza.*

[10] *William G. Cutler's History of the State of Kansas.*

Dickinson County settler was James Bell who located on a claim in the Smoky Hill River valley about a mile from the future site of the town of Abilene.

In 1857, the Kansas Legislature authorized the creation of Dickinson County. At the time, only a half-dozen families resided in the county. The legislature named the newly formed county after United States Senator Daniel S. Dickinson, who introduced, in 1847, federal legislation based on the doctrine of popular sovereignty in respect to establishment of the territories in the West.[11]

Under territorial law, a town company that platted and laid out town lots on forty acres was entitled to 160 acres; one of the requirements of the law was physical occupancy of the claim. In 1860, C. H. Thompson established a claim on a tract of land east of the farm of T. F. Hersey, and platted town lots on a 40-acre parcel. The town site was about two miles north of the Smoky Hill River and located on Sections 16 and 21, Township 13, Range 3 East. Thompson erected several small log houses to attract buyers. Mrs. Hershey is given credit for the naming of the community "Abilene."[12]

The next year, the State of Kansas joined the Union. At that time, the population of Dickinson County was 378. That spring, Abilene competed against other newly established communities for the location of the county seat and won the vote. Among the first businesses to locate in this new town was a general store where whisky was sold. Shortly thereafter, a Dr. Moon opened a larger general merchandise business known as the Frontier Store.

As noted by Henry B. Jameson's *History of Abilene Kansas*, "the townsite [*sic*] of Abilene was actually 'sold' twice in ten years during the early settlement period. The first sale was by the founders, T. F. Hershey and C. H. Thompson, who formed a partnership of holdings on both sides of Mud Creek and then sold it to a combine of developers including T.C. Henry and Joseph G. McCoy. In the fall of 1869, Jacob Augustine and W. S. Hodge bought the original town site and additional land lying north of the railroad tracks. This partnership enlisted builders John Kuney, C. H. Lebold, Henry Southwick, and W. S. Hodge; V. P. Wilson, publisher of the weekly *Chronicle;* Dr. J. M. Hodge; J. H. Mahan, an attorney; J. G. Northcraft, a druggist; Thomas Kirby, bank cashier and entrepreneur; Henry Hazlett, and Thomas McInerney, merchants; and W. H. Eicholtz, cabinet maker and undertaker. This coalition maneuvered the controversial second county seat election in which Abilene again prevailed."[13]

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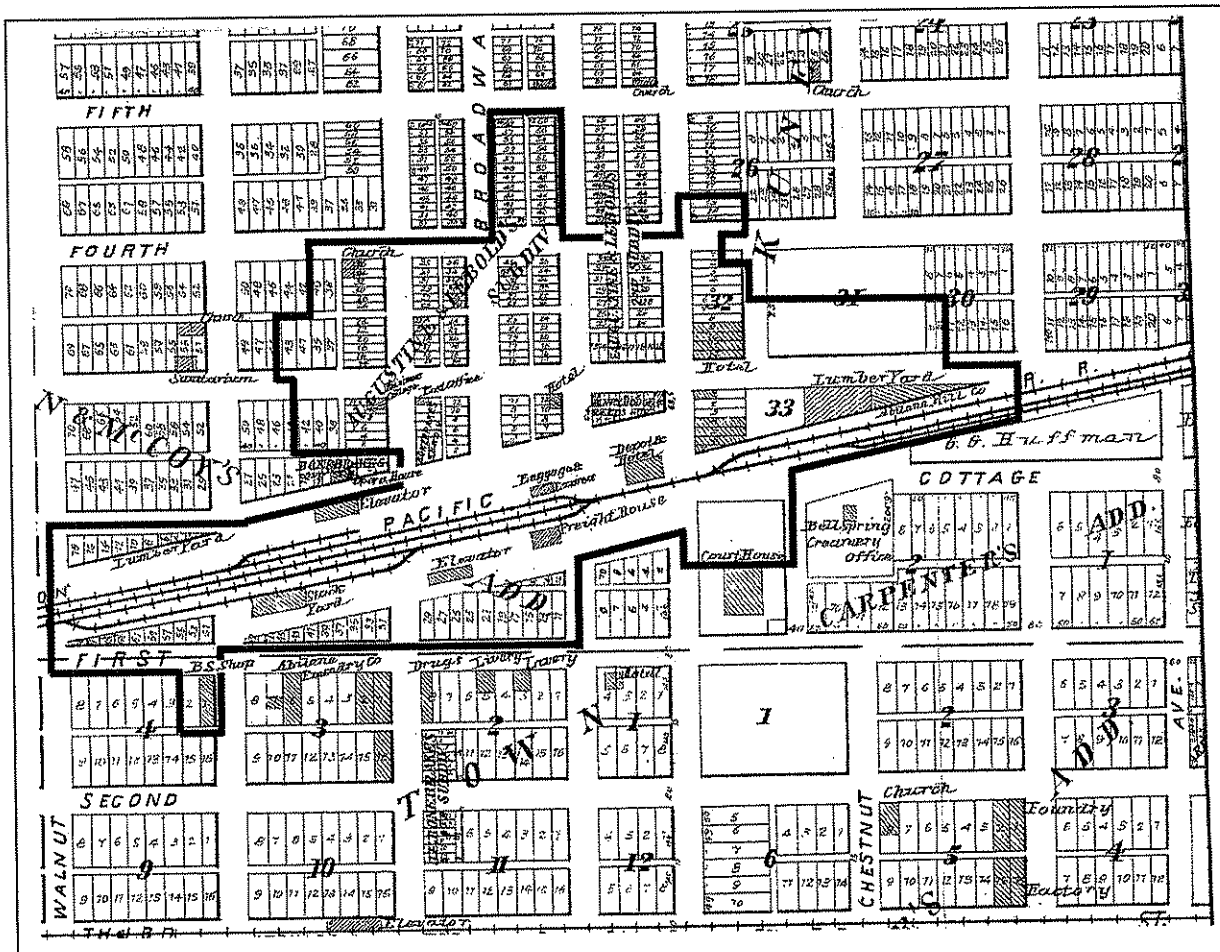
[11] Ibid.

[12] According to the *Oxford English Dictionary*, "Abilene is a region of the Holy Land (Luke 3:1), whose name is of uncertain origin, but may be derived from a Hebrew word meaning *grass*." In the Syrian language the name means *grassy plain*.

[13] Henry B. Jameson, "History of Abilene Kansas 1857-1976," *Abilene Reflector-Chronicle*, 10 June 1976. Vertical File. Abilene Public Library. Abilene, Kansas.



Circa 1897 Plat Map of Downtown Abilene. ***Abilene Public Library.***
(Dark line denotes Historic District Boundary)

The additions to the original town plat that reflected the town's early growth included Thompson and McCoy's Addition in 1868, which comprised the south half of the southwest quarter of Section 16, Township 13, Range 2 East. Following in 1869, was Southwick and Augustine's Addition; Rice and Bonebrake's Addition; Rice and Austin's Addition; and Fisher's Addition. In 1870, the Kuney and Hodge's Addition occurred.[14]

[14] *William G. Cutler's History of the State of Kansas.*

The county's population grew steadily to reach 3,043 in 1870.[15] Several factors stimulated this growth. The Homestead Act of 1862 encouraged settlement in Kansas and in Dickinson County, as did the successful sowing of winter wheat in 1866. However, seventy-five percent of the population increase occurred after the completion, between 1866 and 1870, of the Kansas Pacific Railway[16] through the county. The advent of the railroad in the county had its roots in the Civil War when production needs stimulated a shift from animal or waterpower to steam driven machines that produced growing quantities of textiles, boots, and transportation equipment. The shift to peacetime production was a natural consequence of the return to prosperity after the war. By the 1870s, the nation's urban populations were large-scale consumers of manufactured and processed goods. The abundance of inexpensive factory-made items meant that even families of modest means could afford to purchase a variety of ready-made goods. Concurrently, the growing number of prosperous farmers in the Southwest and West created a thriving market for eastern goods, while newly mechanized western farms and large ranches in the southwest supplied the grain and meat to feed the swelling urban populations of the East.[17] The completion of railroad track along the north bank of the Smoky Hill River through Abilene in 1866 stimulated the town's growth. With access to milled lumber, frame buildings soon replaced the log houses.

Thus, Abilene's economic development was very much the product of the bounty of the region and its strategic location along a major transportation route. Abilene's freight depot and yards received what farmers harvested and stockmen raised in the surrounding area — livestock, grain, fruits — passed them on or processed them into products people needed locally or, for an additional fee, shipped them to competitive markets outside the region. At the same time, the city's business concerns received the manufactured and processed goods from the East, stored them (for a fee), and reallocated them (for a fee) to markets in the region and further West.

It was during these post-war years that merchants and real estate developers erected a number of one-story frame stores.[18] In 1870, Whitehurst & Co. established the Abilene Foundry and Machine Works as

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[15] Ibid.

[16] Kansas beneficiaries of the Pacific Railway Act of July 1, 1862 were the Union Pacific Eastern Division, renamed the Kansas Pacific and the Atchison and Pikes Peak railroad companies, later using the name Union Pacific Central Branch. Both of these lines received a federal land grant, plus loans of United States bonds. With this support, the Kansas Pacific built to the western Kansas line. Homer E. Socolofsky and Huber Self, *Historical Atlas of Kansas Second Edition* (Norman: University of Oklahoma Press, 1988), 30.

[17] Carol Rifkind, *A Field Guide to American Architecture* (New York: Times Mirror New American Library, 1980), 273.

[18] Ibid., and *William G. Cutler's History of the State of Kansas.*

part of their holdings which included a blacksmith shop and carriage factory. Connected with the foundry was a planing mill.[19]

Chisholm Trail Head

Much of the initial growth in Dickinson County occurred as a result of Abilene's role as a cattle town on the Chisholm Trail. Before the Civil War, efforts to market the large numbers of longhorn cattle in South Texas to the Chicago slaughter houses began. Owners drove small herds north into Missouri.[20] However, the extension of the Kansas Pacific Railroad and the high prices for beef offered in the North during the post-war years led to the development of what became known as the "long drives" to railroad towns located in Kansas and Missouri.

Sedalia, Missouri was, at the end of the war, the western terminus of Missouri Pacific Railroad[21] and was the first trail head for the Texas cattle drives. The Texas-to-Kansas-to-Missouri route had is origins in the quarantine of cattle in Kansas; by 1861, in an effort to prevent transmission of Texas Fever (aka Spanish fever) by the longhorn herds to the local cattle, the Missouri Legislature banned drives coming directly from Texas and they required cattle be wintered in Kansas before entering Missouri.

The route from Texas was difficult due to the forested tracts in Missouri and the challenge of negotiating herds through developed farm land, which, in turn, brought conflict with the local farmers. In 1867, the Kansas Legislature voted to bar entry of Texas longhorns into the eastern part of the state, however they were allowed into Kansas west of the sixth principal meridian (about one mile west of present-day Ellsworth, Kansas) and south of a line drawn through the center of the state.

Though Abilene was a short distance inside the quarantined zone, Joseph G. McCoy, an Illinois livestock dealer, secured from the governor of Kansas the assurance that the quarantine would not be enforced in Abilene and, after successful negotiations with the Kansas Pacific Railroad, established Abilene as the western railroad terminus for shipping Texas cattle. McCoy invested $35,000 in buildings and stockyards on the eastern edge of the town to accommodate approximately 3,000 cattle.[22] Other improvements included the erection of the first Union Pacific Railroad depot in 1869 north of Texas Street. With these improvements, the Chisholm Trail became, in 1867, a major cattle route.

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[19] *William G. Cutler's History of the State of Kansas.*
[20] "Study Unit on the Exploration and Settlement (1820s-1880s)," *Kansas Preservation Plan* (Topeka: Historic Preservation Department, Kansas State Historical Society, 1987), 16.
[21] The Missouri Pacific Railroad, as well as the Kansas Pacific Railroad, was part of the larger Union Pacific Railroad network.
[22] *The WPA Guide to 1930s Kansas* (Lawrence: University Press of Kansas, 1984), 354.

With the arrival of the first drovers and their herds, Abilene changed from a small railroad market center and county seat to a trail town, complete with stockyards, prostitution, gambling, and saloons. To accommodate cattlemen and commission agents purchasing the beef cattle, McCoy erected "Drover Cottage," a well-appointed hotel a mile-and-a-quarter west of the stockyards. At this time, frame buildings began displacing log commercial houses. Among the first was G. B. Sealy's two-story frame store with living quarters above a shop. The number of frame stores and residences erected in this period led the Kansas Legislature, in 1869, to approve the incorporation of Abilene as a "city of the third-class." The following year, the partnership of Kerney & Guthie erected the large fame Winnesheik House[23] and the County erected Abilene's first masonry building, a brick and stone courthouse at the corner of Broadway and Second Street.[24]

"Texas Abilene" on the south side of the railroad tracks consisted of the stock pens and the camping areas of the cowpunchers. Facing the tracks was the Old Gulf House,[25] a flat-roofed two-story limestone building that opened in 1871. What was variously referred to as "the tough district, "McCoy's Addition" and "Devil's Half-Acre" was a mile-and-a half north of the original town plat and consisted of 25 to 30 one-story frame houses each with ten to twenty rooms. That summer, James B. "Wild Bill" Hickok came to Abilene, and the following year, became the City Marshal.[26]

The Texas cattle trade flourished in Abilene for four years; westward expansion of Euro-American settlement and railroad lines brought change. In November, 1871, the Atchison, Topeka & Santa Fe Railroad line reached Newton, Kansas, seventy miles south of Abilene. For one year, the Texas cattlemen loaded their stock on railroad cars at Newton and then on a feeder line to Wichita, by-passing Abilene.[27]

FROM COW TOWN TO CITY

Emergence of Agricultural and Livestock Industries

The end of the Texas cattle drives to Abilene led to a new phase in Abilene's development. Of note was the impact of the improved moral climate that led many businessmen to relocate their families to Abilene from other nearby communities. A period of tremendous growth occurred. In 1875, the population of Dickinson County was 6,841; the United States census of 1880 lists the population of the county at 15,070.[28]

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[23] Later known as the Merchants' Hotel.
[24] *William G. Cutler's History of the State of Kansas*, 2.
[25] Later called the National Hotel.
[26] *The WPA Guide to 1930s Kansas*, 355.
[27] "Study Unit on the Exploration and Settlement (1820s-1880s)," 17.
[28] *William G. Cutler's History of the State of Kansas*, 2.

The erection of the Abilene Mill in 1873 reflects the early shift from shipping of Texas cattle to a local agricultural base. The water-powered mill was on the Smoky Hill River about two miles south of Abilene. The City Mills, erected in 1879 in Abilene, was a 35-by-40 foot, three-story, wood-frame mill powered by steam with the capacity to produce seventy-five barrels of ground grain per day.[29] Between 1870 and 1880, investors erected three frame grain elevators; one by Johntz Bros., one by Gordon & Giles, and one by a consortium of farmers and named the Grange Elevator. Another of the prosperous businesses was Ed Gaylord's large Twin Livery Stables just west of the Great Western Stockyards and northeast of the depot.

The combined success of experimental winter wheat crops and the farming of upland prairie had a tremendous impact on the settlement and economic base in the 1870s.[30] The rich alluvial soil of the county's bottom land reached a depth of twelve feet and the average depth of upland soil was from three to six feet. The early settlers raised a variety of cereal crops, including wheat, oats, corn, rye, and barley, with wheat production dominating the volume of harvests. Farmers sowed both a spring and fall crop.

Early on, the agricultural interests were at odds with the cattle trade. During the boom days of the Texas cattle business period, land agents sold several hundred farms a week. This led to conflict between farmers and ranchers in the upland prairie areas where farmers established claims on land previously used for grazing cattle. The shift in the Texas cattle market railroad terminus in 1871 prompted the farmers in the region to end the local cattle trade. In February 1872, three-fourths of the county's citizens signed the Farmers Protective Association's petition to stop the 'evils of the [cattle] trade." As a result, the cattle industry sought rail head connections nearby and diversified farming industries became the economic base of the region.[31]

Between 1870 and 1880, the value of the agricultural products of the county rose from approximately $172,000 to $217,000. In addition to livestock and grains, the 385,749 acres of cultivated farmland in Dickinson County produced poultry, eggs, wool, butter, and hay. Planted trees covered 4,220 acres, and nursery owners utilized over 100 acres. The county had a sizable orchard industry consisting of over 48,560 fruit bearing trees. Strawberries, raspberries, and grapes crops consumed over 100 acres.[32]

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[29] Ibid., 4.
[30] Lynda D. Scheele and Mary E. Nye, *A Pictorial History of Dickinson County, Kansas 1855-1920* (Topeka: The *Abilene (KS) Reflector-Chronicle* in conjunction with the Dickinson County Historical Society and Heritage Center, 1991), 15.
[31] Scheele and Nye, 15.
[32] *William G. Cutler's History of the State of Kansas*, 1.

By 1880, Cutler's *History of the State of Kansas* described Dickinson County as exhibiting success in its "well stocked farms, fine houses and commodious barns; in thriving towns and villages; in the mills and manufactories; in numerous schoolhouses and churches, and in the general prosperity that seems to accompany all branches of business."[33] Abilene at this time had eight churches, two schoolhouses, two steam-powered flour mills, one foundry and machine shop, one soap factory, several blacksmith and wagon shops, three newspapers, three banks, three lumber yards, and business houses providing all types of goods and services.

Commercial growth and permanent masonry construction in Abilene's business center reflected the permanency of commercial investment in the small city. In 1872, the firm of Lebold & Augustine built the Mercantile Block, a handsome row of two-story brick business houses with offices above. The next year, the firm erected Abilene's first permanent bank building. In 1875, T. C. Henry built the only brick hotel in town; the ground floor of the three-story Henry House incorporated the hotel office, a large dining room and kitchen, and a telegraph office, railroad ticket office, and waiting room for passengers. That same year, the Johntz Brothers, erected a "handsome" two-story brick block. The following year, T. C. Henry erected another brick building. In 1879, the partnership of Northcraft & Parent built a brick block.

The expansion of Abilene's boundaries was another indicator of the growth. Dickinson County's population grew between 1870 and 1880 from 3,043 to 15,070. In 1875, the Abilene city census showed a population of 4,188 citizens.[34] The following year and again in 1878, C. H. Lebold filed additions. The large Lebold & Fisher's Addition, filed in 1878, expanded the city south of the Atchison, Topeka and Santa Fe Railroad and southeast of downtown, and Bonebrake & Bidwell's Addition platted the next year north of Thompson and McCoy's Addition at North Eleventh and Mulberry Streets, reflect the rapid expansion that occurred in the late 1870s. By 1880, the city encompassed nearly a section-and-a-half of land, growing from the original town site to include 960 acres.[35]

BOOM AND BUST 1880-1900

The 1880s was a continuation of the period of prosperity and unprecedented growth marked by the building of schools, churches, libraries, financial institutions, and substantial brick buildings. The Santa Fe and Rock Island railroads arrived in the county in the 1880s and three railroads built north-south feeder lines to join the east-west lines through the county, all directly affecting Abilene. During this

[33] Ibid., 2.
[34] "Business Directory," *Directory of Dickinson County, Kansas. First Biennial Volume* (Salina, KS: Kansas Directory Company, 1886-7), 18-19.
[35] *William G. Cutler's History of the State of Kansas*, 5.

period, Abilene benefited from the addition of City and County services such as police and fire protection, a water department, a gas works, a street car line, and street lights.

The decade began with major construction projects. In 1880, investors completed construction of a large carriage works located in the city at the intersection of Second Street and Broadway. That same year, the Barry Brothers erected a brick building with a large retail space for their business and the upper floor serving as the location of the Dickinson County offices and courtroom. The First National Bank completed construction of a two-story stone building. Also opening to customers was Bonebrake's Opera House block, a three-story brick edifice with a frontage of 120 feet facing Second Street. The ground floor had space for four retail stores, while the 1,000 seat opera hall occupied the second floor. By the next year, the business of J. B. Case occupied a two-story, double building brick block.[36]

Disaster struck in January 1882 when flames burst from the windows of the courthouse and quickly spread to the adjoining wooden buildings to the north and on the east side of Broadway. The fire consumed two commercial blocks, which constituted the chief business portion of the city. However, before the end of the summer months, brick business buildings stood in the lots vacated by fire. Among them was a nearly completed $30,000 courthouse opposite the Union Pacific depot.

That summer, Jones & Son began manufacturing windmills near Abilene.[37] Also joining the manufacturing businesses of Abilene that year was the Dickinson County Mills, erected by the Johntz & Rice Mill Company. The mill featured a four-story main building measuring 40-by-60 feet with a brick engine and boiler room. At this time, aside from the flour mills, the largest manufacturing establishment in the county was a soap factory in the outskirts of Abilene.[38]

In 1884, Abilene became a second class city. The City Council included a mayor and two elected representatives from each of four governmental wards. The railroad alignment served as the spine of the commercial community and featured four grain elevators, two lumber yards, and a stock yard, all within a five-block stretch. The Union Pacific Railroad's freight warehouse was at the southwest corner of the intersection of North Spruce and Northwest Second Streets; tickets and waiting rooms for passengers were in the Henry House hotel and restaurant located on the north side of the alignment between Spruce Street and Buckeye Avenue.

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[36] Ibid.
[37] Ibid., 4.
[38] Ibid.

The community's retail core north of the railroad tracks featured masonry buildings rising one to three stories in height lining Northwest Third Street, and each of its major cross streets (Buckeye, Spruce, Cedar) between Northwest Second and Northwest Fourth Streets. Of note regarding the rapid change in appearance of the commercial downtown during the boom period were the brick business buildings that covered the block from Buckeye Avenue to Spruce Street between Second and Third Streets, occupying the lots on which the Twin Livery Stables once stood. These buildings (101 through 111 Northwest Third Street, also known as the Post Office Block) housed the large investment banking and land and abstract business of Hiland Southworth.

Defining the boundaries of the downtown business center north of the railroad alignment were single-family residential neighborhoods that began in the 300 and 400 blocks of North Cedar Street, North Buckeye Avenue, and North Broadway, as well as the 400 and 500 blocks of Northwest Third and Northwest Second Streets. Of note is the large house erected by banker Thomas Kirby just east of the retail center and north of the rail yards. Kirby, who grew up in Pennsylvania the son of Irish immigrants, appears to have followed the traditional Eastern mill town plans where he grew up and, around 1885 located his residence where he could view and easily access his business holdings rather than in a residential district removed from the noise, pollution and fire hazards associated with rail yards.[39]

To the south of the railroad alignment, A Street,[40] Southwest First Street, and Southwest Second Streets contained numerous wood-framed one- and two-story buildings. On that side of the railroad tracks, single-family residential buildings were interspersed among commercial and freight buildings with some dwellings located directly among hotels, agricultural implements dealers, and a foundry.

Retail sales and service buildings in Abilene at this time were typical of those found in communities across Kansas beginning in the decades following the end of the Civil War. Groceries, bakeries, and confectionary shops, pharmacies, hardware and dry goods stores, blacksmith shops, liveries, saloons, and hotels comprised the majority of establishments in the late nineteenth century. Remaining evidence of the Chisholm Trail era (despite the efforts of the local chapter of the Women's Christian Temperance Union, which formed in 1880) was the presence of five saloons in the area south of the railroad tracks on two blocks of A Street.

[39] Kirby was responsible for the construction of the building at 301-303 Buckeye Avenue, directly adjacent to his house at 205 NE Third Street. His bank stands at 306 NW Second Street, currently obscured by non-historic metal siding.
[40] Later renamed Texas Street.

In the mid-1880s, the city's voters approved construction of a $25,000 city hall building and passed a $276,000 bond issue to entice the Rock Island Railroad to build north from Strong City through Abilene to Superior, Nebraska.[41] An 1887 brochure circulated by the business community boasted of the mule-drawn street car line and "finest opera house" in the state. Among the new businesses in the city were a lock factory and a potter's works. A number of natural gas wells surrounded the city.[42] The number and types of businesses in Abilene by the late 1880s reflects the commercial activity of the county seat during the boom years, a period when the city's downtown had its highest level of density. The Abilene City Directory listed in 1887 the businesses and professionals all located in the city's commercial area near the railroad tracks and depot [43]

Retail businesses at the time included twenty-three groceries, eleven confectionery and fruit stores, four meat markets and three bakers; eighteen dry goods stores, seven general merchandise stores, four dealers in china, glass and Queensware; two dealers in furniture and carpets; two variety stores; eleven clothing stores, seventeen boot and shoe-makers and dealers, thirteen dressmakers, five millinery shops, and seven tailors; six drugstores; five barbers; five jewelers; four book and stationery shops; six hardware and stove dealers and five dealers in agricultural implements; eight livery, feed and sale stables; three dealers in musical instruments; a second-hand store; two sewing machine dealers; seven tobacco stores; four coal and wood yards; seven flour and feed stores; and two each ice dealers; laundries and wallpaper stores.

Manufacturing concerns included: five harness and saddler businesses; seven blacksmiths and wagon makers three mills and one broom factory, dye works, carriage works, foundry, carpet weaver, cement pipe manufacture. In addition, there were five lumber yards, one brickyard, and one marble yard.

Tradesmen located in the commercial area included nine carpenters, contractors and builders; nine painters; three tinners and three plumbers; a sign painter; and an upholsterer. Other specialized services included an auctioneer, one stock dealer, a pattern maker, a piano tuner, and an undertaker.

Professional specialties that operated out of ground floor and second floor offices included sixteen insurance agents, fourteen attorneys, thirteen physicians and/or surgeons, three abstractors and one surveyor, three architects, three dentists, and two veterinary surgeons. Four banks and twenty-three real estate and loan companies supplied financial services. Six artists and three photographers also maintained businesses in the commercial area of the City.

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[41] Henry B. Jameson, *Heroes by the Dozen Abilene – Cattle Days to President Ike* (Abilene: Self Published, 1961), 88. The rail line ran east-west along the middle of Southwest Third Street south of the business center.
[42] Ibid., 350.
[43] "Business Directory," 153-184.

Ten hotels, four boarding houses, and eight restaurants provided food and lodging accommodations. Commercial recreational facilities open to the public included seven billiard halls, an amusement hall, a bowling alley, an opera house, and a skating rink. The commercial center also had the offices and press rooms of three newspapers and three publishers/printers, a commercial college, a telegraph company, a telephone company, a water and a gas company, and a greenhouse.

By 1887, clustered near the railroad tracks were the Union Pacific Railroad[44] freight depot, the Stanley House (the railroad relocated passenger services in 1880 to the Henry House which included a hotel, restaurant and depot facilities) , and four grain dealers and elevators. Other than a new lumber yard on the northwest corner of North Mulberry and West First Streets, no other significant development had occurred since 1884 south of the railroad tracks. However north of the alignment, rapid development during the late 1880s filled existing gaps in the commercial streetscapes, extended commercial construction to the north, and replaced wood-frame buildings with masonry structures. Many owners added to their buildings. For example, Sanborn Fire Insurance Company maps of the downtown during this period show two new laundry buildings (one shown as "Chinese laundry"), a new three-story masonry building on North Cedar Street; a new hotel on North Broadway, a new insurance office building and the replacement of six one- and two-story frame buildings with two- and three-story masonry buildings that formed a solid wall on the west side of the 300 block of Broadway. Additions to existing buildings included a bakery addition, a three-story hotel expansion. Two-story masonry buildings replaced single-family dwellings at 301 through 309 North Buckeye Avenue. The new post office block was almost completed at this time, with primary elevations facing both south to the railroad and north to Northwest Third Street.

However, by 1888, property values began to fall and a period of depression followed. Many farmers and businessmen lost all their property and assets. Construction almost ceased. The Abilene Bank and the First National Bank failed. The large carriage factory and smaller manufacturing businesses closed. The streetcar system shut down and the population dwindled to less than 3,000. Drought and crop failures added to the depression. Between 1887 and 1892, no new construction occurred south of the tracks, with the exception of a lumber yard that replaced an earlier grain elevator complex. The area thinned out considerably with the removal of a number of buildings.

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[44] The Union Pacific Railroad incorporated originally as the Leavenworth, Pawnee and Western Railroad by an act of the Kansas Territorial Legislature in 1855. The passing of the Pacific Railroad Act of 1862 by the U.S. Congress revitalized interest in rail construction westward. Renamed the Union Pacific Railroad Company Eastern Division in 1864, the line that ran through Kansas reached Abilene in 1867 and became the Kansas Pacific Railroad in the late 1860s. Between 1867 and 1887, the Union Pacific/Kansas Pacific was the only rail line in Abilene.

Conditions north of the Union Pacific Railroad right-of-way remained much the same during this period. The 1892 Sanborn Fire Insurance Company map shows that commercial buildings continued to form an almost solid wall on Northwest Second and Northwest Third Streets between Buckeye and Cedar Streets. Banking institutions occupied prominent corner locations. The second floors of the larger retail buildings had offices for physicians, dentists, real estate brokers, and attorneys, as well as meeting halls for fraternal organizations. At the fringes of the commercial core in each direction, livery stables occupied parcels interspersed among the residential neighborhoods.

During the last half of the 1890s, conditions began to improve and many businesses survived. Among the first improvements initiated during the period of recovery were the purchase of the water rights to the Sand Springs well from the railroad and the installation of a pipeline to a stand pipe in town.[45] Enhanced telephone communications occurred during the decade of the 1890s and electric power became available to private homes and businesses. New commercial undertakings included the establishment of truck farming in the sand hills west of Abilene, and C.W. Parker started an amusement company with a carousel and mechanical shooting gallery. Prohibition, established in the previous decade in 1881, continued and bootlegging became an important part of the local economy. Also during the late 1890s and extending into the early 1900s, commercial, civic, social, and light industrial development expanded in downtown Abilene. Light manufacturing, processing, and warehouses that required proximity to the freighting services located near the railroad tracks that ran northeast-southwest through the central business district on Northeast Third Street and Northwest Second Streets at Southwest Third Street and southwest Sixth Street.

Through the boom years of the late nineteenth century and early twentieth century, the shape of the downtown business center expanded as more retail shops, banks, grain mills and elevators, freight houses, manufactures, offices, and hotels began to appear.

These growth patterns reflected the development of Abilene after the coming of the railroad shifted commercial/industrial development patterns and created a geographical focus on the Union Pacific (aka Kansas Pacific) railroad tracks with business houses facing onto the streets aligned with the railroad and its cross streets. The manufacturing and freighting services, which depended upon accessibility to the railroad tracks, remained in the immediate vicinity of the railroad due to the location of the freight depot. As a result, the city's commercial businesses continued to cluster along its historic main commercial thoroughfares (North Buckeye and Northwest Third Street, and Cedar, Spruce, and Broadway Streets) well into the twentieth century. At the same time, industrial, processing, and warehousing businesses continued to extend along Northeast Third, Northwest Second, West First and Texas Street (historically A

[45] Water was not available to individual residences, and those families without wells purchased their water.

Street) near the railroad and its facilities. South of the railroad tracks, industrial and warehouse facilities, and industries associated with the shipping, processing, and distribution of agricultural goods and receipt of manufactured goods became concentrated.

DOWNTOWN ABILENE: 1900-1930

The first decades of the new century were the "Golden Age of Agriculture" in Kansas. Farm production created a boom economy noted for the increase in real estate values and farm mortgages that did not peak until the 1920s.[46] Between 1900 and 1910, the state population increased forty-nine percent, from 330,000 to 492,000; it increased another twenty-five percent in the following decade. The city's location half-way between Junction City and Salina was a significant asset and the increase in population reflected Abilene's role as a regional railroad hub.

1903 Flood

The flood of 1903 brought significant damage to the city and interrupted development. Waters of the Smoky Hill River flooded the city electric plant.[47] The combined devastation of flood waters from the river and from Mud Creek destroyed 40,000 acres of crops, damaged many of the County's bridges, and washed out hundreds of yards of railroad tracks and roadbeds. Downtown Abilene had from three to ten feet of standing water, several buildings collapsed, and fire destroyed the lumber yard.[48]

By summer's end, recovery from the flood was underway. George A. Rogers, owner of the Abilene National Bank, purchased the privately owned waterworks and sold it to the City. Other private utilities contracted with the City to provide basic services. C. L. Brown purchased the electric light plant and obtained a franchise for the City to provide electric power for street lighting. By the onset of World War I, Brown combined the power plants at Rocky Ford north of Manhattan, Kansas, and Junction City, Kansas, on the Blue River to serve 150 towns. The early success in the power plants inspired Brown to organize telephone companies. Under his entrepreneurship, the United Telephone Company of Kansas organized through a merger with several properties operated by Southwestern Bell Telephone Company.[49]

These utilities and the Security Mills, Hoffman Mills, Sand Springs Bottling Works, Seelye Medicine Co., the Racket Store, C. W. Parker's Amusement Co., Ehrsam Manufacturing, and the Belle Springs

[46] Daniel D. Holt, "Study Unit on A time of Contrasts: Progress, Prosperity, and the Great Depression, 1900-1940," *Kansas Preservation Plan* (Topeka KS: Kansas State Historical Society, 1990), 5.
[47] Craig Miner, *Kansas: The History of the Sunflower State, 1854-2000.* Lawrence, Kansas: University Press of Kansas, 2002), 27.
[48] Jameson, *Heroes by the Dozen,* 95.
[49] Ibid., 119.

Creamery[50] formed core elements of Abilene's economy during the earliest decades of the twentieth century. Dr. Seelye also operated an open air theater at the corner of Northeast Fourth and Spruce Streets. The Lyric Theater opened in 1907 with two shows a night, one inside and one on the roof garden. The first movie house was the *Auditorium* which opened in 1905.[51]

The retail/commercial area north of the Union Pacific Railroad tracks did not show significant change between 1892 and 1905. A third railroad came through town in 1905; the Chicago, Rock Island & Pacific Railroad, ran east-west along the middle of Southwest Sixth Street, six blocks south of downtown. At this time, the central commercial district extended three blocks north and south across the Union Pacific/Kansas Pacific railroad tracks along four major cross streets.

At the end of the first decade of the twentieth century, Abilene had a population of 5,300. The growing community boasted fourteen churches, four school buildings, a business college, an automobile school, a city-owned $200,000 water works serving residential and commercial businesses, a $50,000 sewer system, a twenty-four-hour electric light service, paved streets and sidewalks in the business section, three railways, and two telephone systems. The approximately sixty miscellaneous businesses included six dry goods stores, three drug stores, and two daily papers. The commercial section of town included two large flour mills, large ice and cold storage plants, two grain elevators, four banks, five hotels, three wholesale egg and produce houses, three lumber yards, a large wholesale grocery distributor, a new three-story Masonic temple, and several other brick blocks under construction.[52]

By 1912, several new commercial buildings appeared, including several new and expanded buildings on North Buckeye Avenue. The Commercial Club[53] and Business Men's Association maintained club rooms on the second floor of commercial buildings, while other fraternal organizations, such as the Ancient Order of United Workmen, erected their own buildings. Commercial buildings of note were the Abilene Mercantile Company building, the Second Empire style Union Pacific hotel and passenger depot, Dr. A. R. Seelye's laboratory and theater building, the Classical Revival style Abilene National Bank, and the Brown Block which housed the offices of the Union Electric Company, and the Riverside Light and Power Company.

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[50] The creamery moved from southeast of Abilene to the south side of the railroad tracks east of the old stockyards site, and, in 1903-1904, moved to the site of the Drovers Cottage, east of the Courthouse square. Creamery operations included ice, ice cream, cold storage, egg packing, and poultry.
[51] Jameson, *Heroes by the Dozen,* 90.
[52] *Abilene, Kansas Past and Present, Progress and Prosperity* (Abilene, KS: Freeman Publishing Company, 1910), 3. Dickinson County Historical Society. Abilene, Kansas.
[53] Around 1913, the Commercial Club took ownership of the Kirby House at 205 Northeast Third Street, remodeled the façade, and began operating there. They later became the Abilene Chamber of Commerce.

The Progressive Era

During the turn-of-the-century era of prosperity and growth in Kansas, the local government's role in investment and management of infrastructure and utilities, as well as professional qualifications associated with city management became increasingly important.[54] This departure from the strong mayor system reflected the impact of the Progressive Movement that emerged in the 1890s and lasted until about 1916. During this period, social activists nationwide, mostly middle class citizens, led an effort to cure many of the ills of American society that had developed during the great spurt of industrial growth in the last quarter of the nineteenth century. Characteristics of Progressivism included a favorable attitude toward city growth, the belief in mankind's ability to improve the environment and conditions of life through beautification efforts utilizing classical architecture and landscape planning to introduce order and harmony; the civic obligation to intervene in economic and social affairs; and a belief in the ability of experts and in efficiency of government intervention. Both small and large municipalities felt the impact of the movement, in part, because the Progressives advocated using existing political and economic structures to create well-designed, spacious, and orderly cities that contained healthy open spaces and public buildings designed to express the ethical standards and civic duty associated with democracy. The practical side of the movement focused on public health; access to clean water, sunlight and fresh air; and construction of infrastructure such as sewage systems and public transportation networks.

The ideals of the Progressive Era spawned the City Beautiful Movement, a transformation in the function of architecture, landscape design, and community planning beyond mere reflections of aesthetic movements and the application of new technology to include the goal of creating social order through beautification. The movement had strong associations with the use of Greek and Roman classical design and the classicism of the *Ecole Des Beaux Arts* in Paris, and used it as an idiom to emphasize the moral and civic virtues that would promote quality of life and amelioration of social ills.

Reflecting the influence of the City Beautiful Movement in the early decades of the twentieth century, were Abilene's Classical Revival institutional buildings. Around 1908, the City cleared the City Hall block of seven outdated one-story buildings that housed a smithy, a marble shop, an implement warehouse, and other businesses to make way for a $15,000 Carnegie Library (209 Northwest Fourth Street). Later, in 1922 the City replaced their late nineteenth century City Hall building with a new building that contained new city offices, a community auditorium, and the fire department, all combined under one roof. The $70,000 post office building erected at the corner of Third Street and Buckeye Avenue in 1914 on the site of the late nineteenth century Continental Hotel, as well as the circa 1910

[54] Miner, 226-227.

$35,000 Masonic Temple are notable civic improvements that reflected further efforts to improve the city center through land use planning and architectural beautification efforts.

More practical elements of the impact of the Progressive Era included the 1906 infrastructure initiatives that resulted in significant sidewalk and street paving program, the installation of curbs and gutters, and the construction of a sewer system. The construction of a 1,500 seat grandstand at the existing fairgrounds on the west edge of Abilene is an example of the City Beautiful tenet to introduce order and hierarchy of public use and the practice of erecting open-air public facilities in landscaped park settings.

The Automobile Age

Another equally important factor in the change of the appearance of Abilene's commercial center was the advent of the automobile. The disappearance of the hitching post and the arrival of paved streets were significant signs of change in the downtown streetscape. Sanborn Fire Insurance Company maps from the period document the departure of horse-drawn transportation-related businesses and the simultaneous arrival of gasoline-powered agricultural implement showrooms and service facilities, as well as other auto-related service and storage businesses, including gas service stations, auto repair shops, and automobile and tractor dealership buildings (the automobile sales and service buildings at 327 Broadway and 209 Texas Street reflect this trend). By 1907, four automobile sales agencies – Buick, Reo, Maxwell, and Ford – located in Abilene's downtown.[55] Between 1912 and 1917, approximately 1,000 licensed vehicles changed the visual landscape of Abilene, in addition to three new automobile dealership sales and service garage, the conversion of warehouses to parking facilities, and the erection of detached garages near the back lot line in residential neighborhoods reflected a tremendous change in life ways. In less than ten years after the end of World War I, the number of auto-specific buildings in the city increased by four new filling stations, three parking garages (with total capacity of 160 cars), four auto repair shops, and two automobile dealers' sales and service businesses.[56]

Macadamized roads in Abilene proper and paved roads throughout Dickinson County both reflected and stimulated automobile use. By 1915, Abilene had 12.5 miles of asphalt paved roads and lights at every street crossing downtown. In 1917, 2000 tourists visited Abilene annually via the Golden Belt Road,[57]

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[55] Helen Dingler, *Past and Present Towns of Dickinson County Kansas* (Abilene: Dickinson County Historical Society, 1999), 10.

[56] Jeff Sheets, *A Pictorial History of Dickinson County, Kansas 1921-2000* (Marceline, Mo: Heritage House Publishing in conjunction with the *Abilene Reflector-Chronicle* and Dickinson County Historical Society and Heritage Center), 2000.

[57] Today's Old Highway 40, which travels through downtown Abilene on Buckeye Avenue and NW Third Street.

the longest paved road between Kansas City, Missouri, and Denver, Colorado. One result was the expansion of Abilene's economy to include the tourism industry.

World War I to the Great Depression

Between World War I and the stock market crash of 1929, commercial development moved at a rapid pace in downtown Abilene. Among new businesses during this period were a sheet metal shop; a lumber yard and residential buildings platted in the Kirby House parcel on Northeast Third Street; several new retail store buildings, an auto sales and service building, and the United Telephone Exchange building. South of the Union Pacific Railroad's alignment, numerous small buildings appeared containing auto repair shops, a cold storage locker, a blacksmith, a feed grinding warehouse, and cream stations. Landmark buildings completed by the onset of the Great Depression included the Art Deco style Lamer Hotel,[58] the Mission Revival style Union Pacific passenger and freight depots, and the Mission Revival style Rasher Funeral Home.

During the 1920s, Abilene was a thriving, growing, agricultural market center and county seat distinguished by economic diversification. Adding to the emerging automobile transportation network, three railroad lines maintained depots in the city. Among the prominent regional and state-wide businesses that headquartered in Abilene was A. L. Duckwall's chain of thirty dime stores that grew from a small variety store he established in Abilene in 1901. Abilene was also the location of the headquarter offices of the United Companies that included the United Telephone Company, the Union Electric Company, and the Riverside Light and Power Company. By 1930, the Abilene-based United Companies extended public utility services throughout Kansas, Southern Missouri, Southeast Nebraska, as well as parts of Central Pennsylvania, Central Indiana, and Northwest Arkansas. Their holdings included telephone, electric, telegraph, lumber, shoe, life insurance, gas pipeline, and oil exploration companies. The United Companies began in 1898 when C. L. Brown established a modest power plant and a telephone system to serve the citizens of Abilene. In 1914, the American Bell Telephone Company absorbed the United Telephone Company, but United Telephone remained based in Abilene and under active management of C. L. Brown. By 1928, the United Power & Light system served 150 Kansas communities and was worth $20,000,000. Public utilities were purchased and industrial projects initiated and, by 1930, the United Companies employed more than 2,000 people throughout the Middle West and subscribers to the telephone service in Kansas numbered well over 20,000.[59]

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[58] Later known as the Sunflower Hotel.

[59] *The United Companies*. (Abilene, Kansas, circa 1930). Abilene Public Library Vertical File. "United Telephone Company." Abilene, Kansas.

In 1920, new development in the freight area south of the Union Pacific Railroad tracks included a feed warehouse, a saloon, two blacksmith buildings, barber shops, and a general storage building, as well as significant new construction on West First Street between Cedar and Spruce Streets, that included the addition of an automobile parking garage, a blacksmith shop, a livery stable, a carpenter's shop, and a large sheet metal manufacturer.

The area adjacent to the Atchison, Topeka and Santa Fe Railroad alignment along Southwest Third Street also experienced additional development with new freight warehouses such as, the Union Electric Company warehouse building at South Cedar, and new industrial buildings such as, the Home Gas Company plant at South Mulberry. Reflecting the economic synergy of the two railroads was the 1919 construction of the Elms Hotel at 201 West First Street, one block south of the Union Pacific Railroad and two blocks north of the Santa Fe Railroad depot.

During the 1920s, major improvements in the City's infrastructure included changes in the water system, construction of the new Union Pacific Railroad and Santa Fe Railroad depots, paving of twenty-five miles of streets, and completion of U.S. Highway 40 through Abilene. A new City Hall block, a high school and athletic fields, and a natatorium, as well as the $120,000 Dickinson County Memorial Hospital reflected the range of new construction that occurred during the 1920s.

Also of note were the tourist camps developed near the new Third Street Bridge constructed over Mud Creek which reflected Abilene's nascent role in the regional tourism market. In the late 1920s, the city's commercial boosters promoted a modern hotel and, in the summer of 1929, the Art Deco style Hotel Lamer provided convention facilities for the City. Erected by the Abilene Hotel Company with the financial support of 225 local investors, the facility featured 100 guest rooms, meeting rooms, a banquet hall, and a ballroom that accommodated 350 people.[60]

By the end of the 1920s, the population of Abilene was around 5,700; Dickinson County's population had reached 25,000. There were over 9,000 gasoline-powered vehicles registered in the county. Abilene served as the locus for the shipment of diverse agricultural goods: wheat and livestock (predominately cattle and hogs) dominated the local market. Other crops shipped from Abilene included oats, corn, alfalfa, and processed flour; poultry and eggs; melons; sweet potatoes; and dairy products. Abilene had four major banks and several lending institutions, including the Dickinson County Building and Loan Association, which financed residential and commercial building projects, and the Home Securities Company, which provided automobile loans. In addition to serving as headquarters for the United Companies, other major Abilene businesses included two flour mills producing 2,000 barrels of flour

[60] Jameson, *Heroes by the Dozen.*

daily, and the United Stores Company, which owned and managed sixty Piggly Wiggly grocery stores in Kansas.[61]

THE GREAT DEPRESSION, WORLD WAR II, AND THE POST-WAR PERIOD: 1929-1960

The Great Depression, which began in October 1929 with a catastrophic collapse of stock-market prices on the New York Stock Exchange and lasted until about 1939, forced almost half of the nation's banks into insolvency leading to drastically reduced spending, falling production and rising unemployment. By 1933, approximately one out of every four Americans was unemployed; the value of stock on the New York Stock Exchange was less than a fifth of what it had been at its peak in 1929; and business houses closed their doors, factories shut down, and farm income fell some 50 percent. Although federal programs raised farm income between 1932 and 1935 by fifty percent, during the same years farmers took land out of production, displacing tenants and sharecroppers at a time a severe drought hit the Great Plains states, significantly reducing farm production.[62]

Jobs were scarce in Dickinson County during the Great Depression. For example, the United Telephone Company, a major employer in Abilene, suffered severe financial strain and reorganized under the bankruptcy laws. Construction ceased except for government-funded building projects that provided jobs to many of the unemployed in the county, such as the repaving of U.S. Highway 40 and construction of a swimming pool and other park facilities in Abilene.

Between 1934 and the onset of World War II in 1941, new construction in Abilene reflected the beginning of recovery. During this period, the City issued thirty-three building permits and property owners invested around $60,000 constructing houses and business buildings. By the end of the decade the Works Projects Administration's *Guide to 1930s Kansas* described Abilene as "prosperous-looking."[63]

A few buildings in Downtown Abilene were built around 1940. Among them was the American Metal Manufacturing Company building located on Northwest Second Street just north of the Union Pacific Railroad tracks, the ceramic block building at 207 Northeast Third Street, and the commercial building at 311 North Broadway.

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[61] Ibid.
[62] Cary Nelson, "About the Great Depression," Available From http://www.english.uus.edu/maps/depression/about.thml. Internet; accessed October 31 2008.
[63] Work Projects Administration, 354.

Another sign of recovery was Abilene's role by the mid-1930s, as a popular convention center. Early conventions included the National Coursing Association's annual greyhound racing meeting, and the annual Central Kansas Free Fair.

Post-War Era

In the years immediately after World War II, things remained relatively unchanged in the city's commercial center. The Sanborn Fire Insurance Company maps of 1926 and 1947 are much the same. The late nineteenth and early twentieth century character of the downtown area remained largely intact, as shown in historic photos from the period. Businesses in the commercial center near the Union Pacific Railroad lines included a variety of specialty stores, a motion picture house, wholesale merchandise buildings and warehouses, restaurants, hotels, banks, drug stores, and furniture stores. Closest to the rail lines were lumber and coal yards, the creamery and a variety of cream station buildings, warehouses, automobile sales and service buildings, and other establishments offering a wide array of goods and services.

Abilene's close associations with the surrounding farm-to-market economy resulted in a high number of agriculture-related businesses, and downtown Abilene included at least two feed grinding operations, a tractor sales and service business, farm machinery dealers, hide and fur processing, and flour mills and grain elevators, all at the edge of the retail sales and services core of the downtown area. Construction that occurred during this period included the expansion of the Abilene Flour Mills on Northeast Third Street, which included their new office building at 211 Northeast Third Street and the upgrading and remodeling of their facilities, as well as the introduction of about a dozen new reinforced concrete grain bins that closed off North Olive Street.

1951 Flood

The record-breaking floods of 1950-1951 inundated half the city. Following an eight-inch storm, the waters from Mud Creek and the watershed north of Abilene flooded the west side of Abilene, most of the south side, and almost all of the business district except Second and Third Streets from Buckeye to Cedar Streets. Flood waters isolated Abilene, cutting off access to food, clean water, medical supplies, and other necessities. The flood, which came just before the harvest, destroyed a third of the county's harvest, as well as homes, farmsteads, businesses, bridges and railroad tracks. Damages of nearly half a million dollars prompted a federally-funded, state-wide flood protection plan that included a series of reservoirs, levies and dikes including one south of Abilene to protect against the Smokey Hill River.[64]

[64] Jameson, *Heroes By The Dozen*, 136-137.

The City of Abilene provided $150,000 in matching funds that funded various flood control projects. The completion of the work in 1959 included the widening Mud Creek from Fourteenth Street south to the city limits, lengthening the First Street Bridge, raising the Union Pacific Railroad bridge, constructing a new Santa Fe Railroad bridge, and cutting a new channel to the Smoky Hill River.

Getting Ready for Company

General Dwight D. Eisenhower's return to his home town in 1952 to declare his candidacy for the presidency of the United States marked a new post-war era of revitalization and growth in Abilene. Eisenhower's visit included massive news coverage, including newspapers, wire services, magazines, radio and television.[65] As the small, friendly Midwestern community -- the hometown that nurtured a world leader -- came under the scrutiny of the public, civic leaders quickly recognized the role Abilene could take in the regional and national in tourism industry. Through the cooperative efforts of a number of groups and agencies, the City organized to make the most of its enviable position by telling the Eisenhower story through new attractions and modernization.

The years Eisenhower spent in Abilene were an important part of shaping the character of a future five-star general and President of the United States. The story of the Eisenhower family's associations with Abilene began with the arrival of Jacob Eisenhower and his family in the late 1870s to a 160-acre farm just south of Abilene. Jacob's son, David, attended college and studied engineering, and, in 1885, he married a fellow classmate, Ida Stover. In 1892, David and Ida rented a small house on Southeast Second Street. Dwight, born in 1890 while the family temporarily lived in Denison, Texas, was the third of seven sons. In 1898, the family moved into an uncle's larger, more comfortable house at 201 Southeast Fourth Street where they had more space to raise a large family. David Eisenhower worked for a long period at the Belle Springs Creamery and, later, for the United Companies as a pension officer at the United Building at 303 Cedar until his retirement in 1931. Despite David's education and positions of responsibility at the creamery, and later with the United Companies, the large family was not affluent. Both of David and Ida's homes were modest and located on the south, "wrong," side of Abilene's railroad tracks, an area of modest homes in neighborhoods adjacent to rail yards, cattle pens, flour mills, grain elevators, and warehouses.

Dwight and his brothers attended Abilene's public schools and he worked to supplement the family's income. As a youth, he made and sold tamales and grew and sold sweet corn and cucumbers. During the

[65] Miner, 326.

late summer and early fall, he harvested wheat and picked apples. One job was fabricating steel grain bins. Upon graduating from high school with his brother, Edgar, in 1909, he took a job as a night watchman/fireman at the Belle Springs Creamery. With his earnings, he supported Edgar through two years of study at the University of Michigan. In exchange, Edgar was to delay his studies and work the next two years to raise funds for Dwight's college expenses. Instead, Dwight secured a free college education through an appointment to the United States Military Academy at West Point, New York, and left Abilene in 1911. He returned in 1913, the summer following his sophomore term at West Point. Following graduation from West Point, he spent the summer of 1915 in Abilene while awaiting orders to his first military posting.

He returned to Abilene as a war hero in 1945. The City honored him in a parade and other ceremonies to mark his ascension as a five star general to become Supreme Commander of Allied Forces in Europe (1945) and for his leadership as commander of forces of the Normandy invasion.

Upon his mother's death in 1946, the family donated the home and much of its contents to the Eisenhower Foundation to be used as a museum. The next year, Eisenhower returned for the opening of the home for public tours. During the next five years, Eisenhower served as president of Columbia University and then as Supreme Commander of NATO. His reappearance in Abilene in 1952 to launch is campaign for President of the United States was also marked by the laying of the cornerstone for the Eisenhower Museum near his boyhood home, to house and display Eisenhower's war gifts, medals, pictures, and citations. He returned in 1954 for the opening of the museum. Between April 1954 and 1957, 350,000 people from every state and 89 nations visited the house museum.[66]

Another tourist attraction established in 1958 with the chartering of the Old Abilene Town Company, Inc. was Old Abilene Town, a recreation of early Abilene during the Texas cattle drive years. The project grew from a group of businessmen who took the idea to the Chamber of Commerce, who agreed to sponsor it through the formative stage, but stipulated that it would thereafter become an independent entity.[67] Related new construction was the White House motel at Fourteenth Street and Buckeye Avenue at the site of the T.C. Henry mansion. The location indicated the post-war trend for development away from the downtown and situated near easy access from Interstate Highway 70. (Eisenhower had played a significant role in assuring the route of I-70 through Kansas would be close to his hometown.)

[66] "Building the Future. . . the best is yet to be." *Abilene Reflector Chronicle – Tourism Section.* Section C. February, 1987.
[67] Jameson, 144.

Other changes in Abilene included the 1956 construction of a modern County Courthouse and jail at the location of the previous courthouse. New construction, expansions, and remodeling projects in Abilene's downtown reflected the effort of building owners and retailers to "modernize" their "old" nineteenth century storefronts by refacing them with buff-colored brick of different shades of beige and brown, covering the façades with stucco, metal, or synthetic panels, and/or by installing new storefront window systems. Meanwhile, amid this pent-up desire to modernize Abilene's commercial center, the City's planning commission issued a city-wide improvement plan with recommendations for several wider streets, new "suburban" housing additions, and annexations that were carried out during the following decade.

In 1959, President Eisenhower attended the groundbreaking ceremonies for his presidential library, the fourth library established as a repository for presidential papers. Eisenhower returned in 1961 for the Library dedication.[68] His last visit was in November 1967 to visit the Eisenhower Center. On this occasion, he dined at Lena's Restaurant. This was not unusual; on most of his visits, Eisenhower stayed at the Sunflower (Lamer) Hotel in downtown Abilene and patronized local businesses. Downtown Abilene thus became a familiar visual background to various press conferences and celebrations associated with Eisenhower's visits.

In 1966, the Eisenhower Foundation conveyed title to the house, museum, and library to the Federal Government. In 1969, Eisenhower died and, after funeral services in Washington D.C., a special train brought his body to Abilene[69] to be laid to rest in the complex assembled by the Eisenhower Foundation.[70]

Specific extant properties with documented associations with Dwight D. Eisenhower include the funeral home at 414 Northwest Third, the Lamer Hotel at 409 NW Third, and the building at 210 North Cedar[71] that historically housed a soda fountain where Eisenhower spent many hours as a young man.

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[68] It did not open to researchers until 1966.

[69] The Martin Funeral Home in downtown Abilene (414 NW Third Street) was selected to assist in the funeral arrangements of Eisenhower and his family.

[70] After acquisition by the federal government, the property became known as the Eisenhower Center. The final building, the Visitors Center, was completed in 1975. In 1985, the large statue of General Dwight D. Eisenhower, located between the Museum and Library was dedicated.

[71] This building was expanded and extensively remodeled to its current configuration in the 1950s when it was converted into a Ben Franklin five-and-dime store.

The Sixties

The 1960s was a period of significant change in Abilene. Known as the "biggest little city" in the Midwest the growing population reached more than 7,000 persons by 1965.[72] At this time few cities of its size had the high number of major corporations that carried large payrolls. In addition to such long-time businesses as the United Utilities, the Abilene Flour Mills, and the Duckwall stores, the National Coursing Association, the Eisenhower Center, and the California-based Vacu-Blast Corporation that manufactured steel blasting machinery and conveyer equipment employed a significant work-force. At this time Abilene had gained a reputation as a banking center and was the only city in the United States of less than 10,000 in population to have four banks and a trust company, all of which reopened and stayed open after the bank holiday declared by President Roosevelt in 1933.

New construction during 1960 exceeded $3 million and included a new Southwestern Bell Telephone office building. The flour mills continued to expand. In addition to the opening of a two million bushel storage elevator in 1959, the mill owners replaced older buildings and building components with buildings and structures to house modern milling equipment. The Abilene Cooperative Association also announced the planned construction of a large new grain storage facility. The plant, once known as the Midwest Mills, established Abilene as a feed manufacturing center.

Another new industry making its debut in 1960 was the commercial cattle feedlot located two miles northwest of the city on Talmage road, which reclaimed the city's roll as a cattle shipping center.[73] The cattle feed lot also reflecting a shift away from the downtown industrial area near rail lines. At the same time local investors formed the Abilene Industrial Corporation and purchased a large tract of land west of the city park to provide new industrial sites in Abilene. The opening of I-70 cut the driving time to two-and-a-half hours between Abilene and Kansas City and stimulated new construction along the northern edges of the city.

The death of President Dwight D. Eisenhower in April, 1969 solidified the community's role in the national and international tourism industry. An estimated crowd of between 75,000 and 100,000 mourners came to Abilene for the final services. Live television and radio broadcasts carried the service to millions. President Nixon and "Scores of other dignitaries, diplomats, and friends from all over the country also were in attendance." Pallbearers included the commander of the NATO forces, the Surgeon

[72] *Abilene Kansas 1965 City Directory* (Loveland, Colorado: Rocky Mountain Directory Co., 1965), 11.
[73] Jameson, *Heroes By The Dozen*, 146-147.

General of the United States Army, two admirals, and three generals. Prior to the service, a three-mile traffic jam on I-70 occurred. Downtown Abilene was part of the processional route.[74]

Nearly 1,000,000 people came to Abilene the first year after the death of Eisenhower. Approximately, 2,000,000 visitors came to Abilene between 1967 and 1970. The Chamber of Commerce estimated tourist traffic was worth about $5 million annually.[75]

DEVELOPMENT PATTERNS AND THE EVOLUTION OF COMMERCIAL ARCHITECTURE IN ABILENE'S DOWNTOWN

LOCATION AND PHYSICAL DEVELOPMENT

During the early settlement period of Kansas, access to water, suitable building materials, and roads influenced the location, configuration, and physical appearance of towns such as Abilene. The arrival of the railroad and its alignments drastically affected not only the location, but also the development patterns of commercial districts in new and existing towns. While many new towns were born of the railroad, existing towns like Abilene physically accommodated the new transportation line.

Railroad companies anticipated such shifts and in addition to the right-of-way, they often acquired additional land to plat into commercial, industrial and freight lots, which they sold or leased to businesses. Often aligned parallel to the railroad tracks (instead of to the typical cardinal axis), the configuration of railroad related lots and streets immediately adjacent to the railroad in downtown Abilene, specifically along Northwest Second and Texas (historically A Street) Streets,[76] reflects this development pattern.

After the arrival of the railroad, three distinct types of town plans emerged in Kansas — those originally oriented to river traffic, those with a public square surrounded by commercial and institutional buildings, and those with a central main street. Abilene features an irregular hybrid of the latter two of these patterns. Although a civic square (North Buckeye Avenue between First Street and the railroad alignment) contained the county courthouse and its surrounding spaces, commercial business houses did not surround the courthouse lot as in many county seat towns. Nor did Abilene feature a single main street; rather the majority of commercial buildings downtown occurred along the streets parallel to the

[74] "Ike-Mamie Buried Here." *Abilene Reflector Chronicle.* Eisenhower Memorial Edition. nd. Vertical File. Abilene Public Library. Abilene, Kansas.
[75] *Abilene Reflector Chronicle – Abilene Progress Supplement '70.* Abilene, Kansas. 1970. (no page or additional date info given).
[76] Texas Street was historically called A Street.

Union Pacific Railroad tracks (Northwest Second Street and Texas Street) and four major north-south cross streets (Cedar Street, Spruce Street, Broadway, and Buckeye Avenue). Processing, storage, wholesale distribution, and manufacturing buildings and structures located on the edges of the commercial core in the immediate vicinity of the railroad tracks. Radiating out from the downtown retail core in each direction were residential neighborhoods platted in a grid pattern. This arrangement reflected both traditional and cultural practices as well as the physical circumstances at the time of the city's founding and the technological development of the era after the arrival of the railroad.

Mid-Century Change in Commercial Development Patterns

During the post-World War II era, a number of factors contributed to a shift in design approach regarding the structure of communities. Widespread use of the automobile was a causative factor behind this significant change, as were the large amounts of relatively inexpensive land around population centers that had seen little or no development for over two decades. In Abilene, a post-war shift of commercial development north toward I-70 along North Buckeye Avenue occurred in the late 1950s and early 1960s.

CONSTRUCTION MATERIALS AND TECHNIQUES

Commercial buildings erected in the United States in the late nineteenth century displayed a variety of traditional and innovative materials often used in combinations to create a striking effect. Many of these popular treatments were also typical of commercial buildings erected in Abilene and extant reminders remain today. During this period, dark-red or dark-brown brick, limestone and slate were favorite materials. The use of cast iron, both structurally and for decoration, became popular during the 1870s, and continued in use throughout the remainder of the century. Zinc, galvanized iron and pressed tin also came into use during this period. By the turn of the century, the concern for fire safety popularized the use of pressed brick, ceramic tile, and reinforced concrete. To enliven building surfaces, architects and builders during the late nineteenth and early twentieth century favored the use of brick corbels as well as the use of terra-cotta cast in panels, moldings, and columns. The palette of the turn-of-the-century City Beautiful Movement brought white and light-gray marble, limestone, and buff and glazed white brick materials to the nation's commercial corridors. At the same time, the use of dark brick and stone trim continued on Main Street as well as in industrial areas.[77] Buildings erected or remodeled during the first decades of the twentieth century in Abilene's downtown reflected a shift to the use of buff and light brown brick for both modest vernacular buildings and high style architectural treatments.

New tools, new materials, and new processes emerged during this period with staggering rapidity. The industrialization of glass production led to the use of the large, plate glass windows of the late Victorian

[77] Rifkind, 194.

period. The Civil War accelerated the development of metallurgical industries and the post-war fabrication and use of iron and then steel as structural building components transformed construction technology. By the beginning of the twentieth century, the nation's increased capacity to supply structural steel in a range of shapes and forms led to the decline in the use of the less satisfactory wrought iron and cast iron. In particular, as steel replaced iron in construction in the 1880s and 1890s, the method of steel framing called "skeleton construction" eliminated the use of timber and masonry materials as structural building elements. At the same time, the manufacture of Portland cement, begun in 1870, gave impetus to the use of brick and stone masonry for the walls of large buildings. During the first decade of the twentieth century, reinforced concrete came into use, particularly in commercial and industrial architecture, further stimulating the construction of large buildings with more open plans. The advent of steel skeleton buildings and the accompanying capacity of fireproof construction stimulated, in turn, developments in ceramic and clay products.[78]

The appearance of new technologies in the late nineteenth century led to new construction methods and materials. Steam power allowed the efficient quarrying and finishing of stone. Hydraulic cranes and elevators permitted the accomplishment of extraordinary construction feats. Advances in metal fabrication led to the mass production of high-quality tools and machines.[79] The cumulative effect of the inventions developed between 1865 and 1900 such as the elevator, electric transformer, airbrake, generator, dynamo, cable, motor and light bulb, completely transformed the character of the nation's buildings, releasing them from centuries-old limitations of size, density, plan and materials.[80]

In the early twentieth century through World War II, new materials emerged. By 1930, improvements to concrete block included the introduction of a standard size and the use of a lightweight aggregate.[81] During World War II, the need for less expensive materials and improved construction techniques led to numerous innovations.

ARCHITECTURAL PROPERTY TYPES AND STYLES

Most of Abilene's earliest commercial buildings were simple wood frame structures capable of housing various business functions. As soon as possible, owners replaced their first buildings with more permanent masonry structures. Most were one to two stories in height. Retail stores, specialty stores and

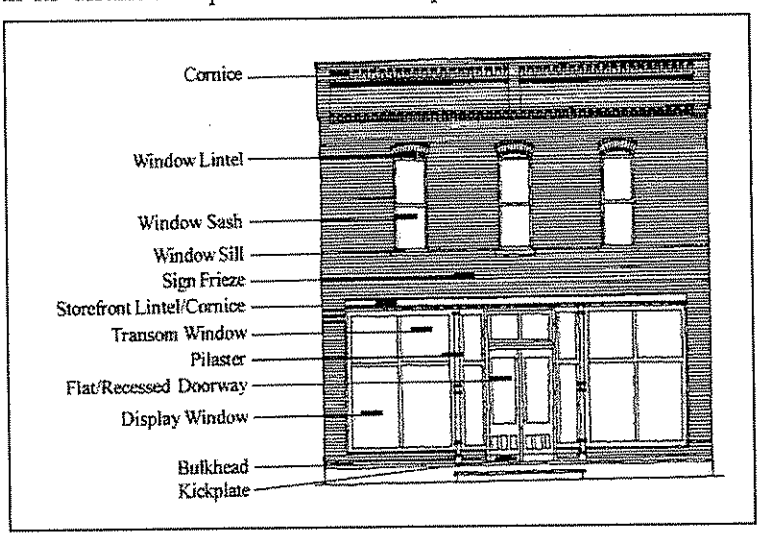
[78] James Marston Fitch, *American Building The Historical Forces That Shaped It* (New York: Schocken Books, 1973), 168.
[79] Rifkind, 271, and Fitch, 169.
[80] Fitch, 176.
[81] Richard Bergmann, "Blocks Like Rocks," *Building Renovation* (Spring 1995), 49.

services businesses occupied the ground floor. Rooms on the upper floors served as professional offices, assembly rooms, or residential space for the merchants' families or tenants.

Every commercial center had special services buildings, such as livery stables, which had a unique plan and design to meet its function. Certain special services buildings, such as banks, hotels, railroad depots and opera houses, were often the town's most impressive structures and usually reflected popular high style architecture.[82] Other functional building designs and plans were most often found in concentrations near railroad shipping yards. In Abilene, large flour mills, grain elevators, a creamery and creamery stations, warehouses, wholesale distribution buildings, processing plants and manufacturing buildings and structures reflected the evolution of rail-related commercial and industrial architecture found in agricultural railroad market centers in Kansas and the Midwest.

Commercial Retail Sales and Service Buildings

Lot dimensions determined building form and retail sales and service commercial buildings filled most if not all of their respective lots. Most city lots were rectangular, shared standard dimensions, and were much deeper than they were wide. As a result, architects and builders designed most commercial retail and service buildings to be seen from only the front rather than as freestanding structures. As a result, the façade provided commercial architecture with its distinctive qualities. The composition of most retail sales and service buildings' façades can be reduced to a few simple designs that reveal the major divisions of function.

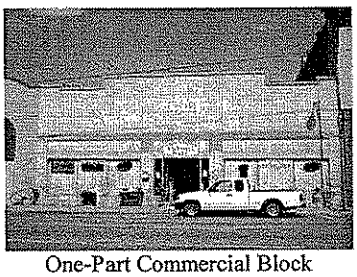


Designed for human occupation, they reflect an effort to provide the greatest possible amount of natural light and air through the use of large display windows, transom windows, light wells, and skylights.[83] Features such as doors, windows, cornices, decorative details, and stylistic expressions were primary characteristics reflecting the basic composition of the building.[84] Sidewalls

[82] "Kansas Preservation Plan Study Unit on the Period of Rural/Agricultural Dominance (1865-1900)" (Topeka: Kansas State Historical Society, 1984), I-29.
[83] Longstreth, 17.
[84] Ibid.

were often party walls shared with or secured to those of the adjacent structure. Walls at the end of blocks or facing onto alleys had simple, utilitarian design treatments.[85]

Most of Abilene's commercial sales and services buildings that define the downtown retail area are simple structures of one or two stories that follow this pattern. The traditional building material was red brick, and later buff or brown brick for facades. Dating from the late nineteenth century, Abilene's downtown buildings include examples from almost every decade up to the present. Due to their functional nature, many commercial buildings exhibit restrained architectural details.


One-Part Commercial Block Building

Two-Part Commercial Block Building

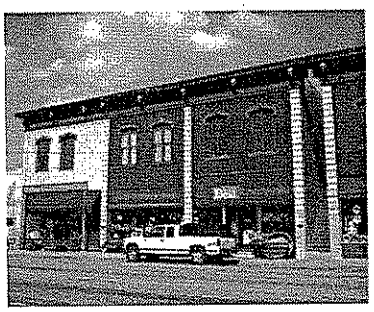
The building's form and, then, its architectural style, defined commercial architecture during the late nineteenth and early-to-mid twentieth century. The first-story storefront is the most prominent and distinctive feature of the sales and services commercial building and was and is an important merchandising element. The rest of the commercial building's key design elements visually relate to it. On the primary façade, important character-defining elements are display windows, signs, doors, transoms, kick plates, and corner posts on the first story; and the entablature, fenestration, and ornamentation on the second story.

Generally commercial property types are defined by the ways, in which the facade is divided into zones. The basic building form of the majority of the retail sales and services buildings found in downtown Abilene are the One-Part Commercial Block and the Two-Part Commercial Block forms.

The One-Part Commercial Block building form is one-story in height and is a simple box form often housing a single business. In many examples, the street frontage is narrow and the façade comprises little more than plate glass windows and an entrance with a cornice or parapet spanning the width of the façade. Other examples include a sizable wall area between the display windows and the cornice that provides space for signage and makes the façade appear larger and more important. Simple architectural styling emphasizes the storefront window glazing and often includes decorative brick corbel courses at the roofline, date stones, or framed panels near the roofline.

[85] Ibid.

The Two-Part Commercial Block is slightly more complex than its one-story cousin. These buildings, as found in Abilene, are typically two to three stories in height and have a clear visual separation of uses between the first-story customer services and the upper-story office, meeting room, or residential uses. Styling on the first story focuses on the storefront glazing, including the transom and entrance(s). Design and ornamentation of the upper stories often identifies the building's architectural influences and period of construction.



Late 19th Century, Italianate Style Two-Part Commercial Block

The majority of the One- and Two-Part Commercial Block buildings erected in Abilene had simple plans augmented by reserved architectural ornament. Ornament on these buildings was often limited to local adaptations of popular architectural styles or vague references to a particular style. At other times, the design of the façade incorporated a mixture of stylistic idioms. More often than not, ornamental embellishment took the form of brickwork juxtaposed against limestone belt courses and sills, with the minimal use of molded and cast ornamental tiles and brick. Examples with extensive brick corbelling, pressed metal cornices, and hooded window treatments typically represent the extant Late Nineteenth Century Two-Part Commercial Block buildings in Abilene.

As the nineteenth century drew to an end, larger plans for commercial buildings also emerged. Of note is the open plan department store, which created spacious accommodations to display a variety of goods and is an important example of the evolution of the specialty store plan. In Abilene, a variation of this treatment was to combine earlier adjacent buildings through internal openings (often accompanied by some remodeling of the façade). An example, of this trend is Case's Clothing at 206, 208 and 212 North Broadway. Another treatment used to provide a more impressive commercial façade was the incorporation of modest 25-to-30-foot-wide buildings into three- to six-unit building blocks that created an impressive and up-to-date effect along the downtown streetscape.[86]

Commercial Architectural Style

All of these building forms utilized both popular architectural styles or, most often in communities the size of Abilene, a category of designs noted for their eclectic combination of different styles. They may reflect Italianate influences in an ornate cornice of brickwork, hooded windows, and cast iron and masonry piers on the storefront level. The use of engaged towers or of arched openings recalls Queen Anne and Romanesque Revival styles respectively. In Abilene, buildings erected in the late nineteenth century incorporated fancy brickwork, incised stonework, carved and cast details on window hoods,

[86] Rifkind, 194.

pressed metal cornices, stone quoins, and engaged towers that enlivened the façades of these buildings, while regularly spaced fenestration on the upper floors, repetition of decorative details, and the use of common building materials, such as brick walls with stone trim, created a sense of unity. Common to all of these styles was a conscious reinterpretation of traditional architectural elements including flattened arches, cornices, and window hood details.

In the late nineteenth and early twentieth century, only a small number of commercial buildings were executed in the formal architectural styles of the period of their construction. Typically only train depots, banks, hotels, churches, city halls and county courthouses, fraternal lodges and the select mercantile establishments reflected the latest and most popular architectural style. These styles enjoyed wide public support and are easily defined by their form, spatial relationships, and embellishment. Those styles commonly built in the late nineteenth and early twentieth centuries found in Abilene's downtown include Italianate, Classical Revival, Gothic Revival, and Mission Revival.

The types and styles of commercial buildings and structures built after World War I and before the Great Depression reflected both national trends and the unique circumstances of Abilene itself. Most utilitarian office and non-retail commercial buildings had minimal architectural ornamentation that included patterned brickwork and sparse terra-cotta details. During this period, the use of pastel-colored terra-cotta and unglazed bricks with soft yellow and russet tones for masonry walls was common.

By the 1930s, poured concrete construction and cast concrete ornament came into common usages. The use of welding, rigid-frame trusses, and the cantilever accelerated the use of steel construction during the 1920s and the Great Depression. The greater strength created by the use of steel welding and synthetic adhesives created lighter construction. Electric welding and cutting tools utilizing cemented tungsten carbide and tantalum carbide, as well as compressed air tools, all provided the ability to employ new building materials. These innovations led to streamlined, standardized construction processes including mass production and prefabrication.[87]

Late 19th Century Building With Circa 1915 Façade Remodeling

The prosperity enjoyed by Kansans in the 1920s brought, by the end of the decade, a general acceptance of designs inspired by the Moderne Movement's Art Deco style. The style originated in Europe and gained popularity in America in the late 1920s,

[87] Ibid., 218, 294.

becoming the first widely popular style in nearly three decades to depart from the traditional revival styles that Americans chose for their government, commercial, and institutional buildings. The style took its name from the *Exposition Internationale des Arts Decoratifs et Industriels Modernes,* which was held in Paris in 1925 and repudiated classical and revival styles and embraced artistic expression that complemented the modern machine age. By the end of the decade, both high style and restrained versions of the Art Deco style quickly appeared in commercial buildings on the main streets of America's towns and cities, including those in Kansas. A downtown example in Abilene is the Lamer Hotel building at 409 Northwest Third Street.

The initial phase of Art Deco design in the United States gained popularity during the late 1920s and the 1930s and featured geometric forms and vertical massing and ornamentation. Often piers placed at regular intervals extended the full height of the façade, creating a distinct vertical emphasis. Ornamentation included striated and abstract details that embellished wall surfaces. In contrast, a subsequent streamlined phase of Art Deco design introduced during the 1930s and 1940s utilized sleek, machine-inspired motifs. Decorative bands, ribbon windows, smooth wall surfaces, and rounded corners that emphasized the façade's horizontality. By the 1940s, these designs were quite reserved, eschewing the lively character produced by the juxtaposition of streamlined massing and stylized ornamentation, but still communicating a practical, industrial approach to design.[88]

As the sobering realities of the Great Depression set in, the high style Art Deco building seemed extravagantly fussy. The first designs inspired by the austere Moderne style that evolved out of the plain, cubist European International style began to appear in public architecture. As interpreted in America, the style featured cubic and cylindrical forms with a horizontal emphasis, smooth surfaces, curving shapes, and a minimum of ornamentation. Buildings executed in this style often employed large expanses of glass, glass brick, chrome, and stainless steel. The buildings at 319 and 321 North Cedar Street exhibit this stylistic development.

Initially, commercial buildings dating from the immediate post-World War II era were simpler and more restrained in appearance than their predecessors, setting a new tone. Lacking the vibrant details associated with the Moderne Movement's streamlined Jazz Age designs, the exterior no longer formed a slick package. Instead, the extensive and sometimes complex arrangements of display windows, the use of dominant freestanding signage, and the subservient role of the exterior wall "[creates] an open container for the salesroom beyond."[89]

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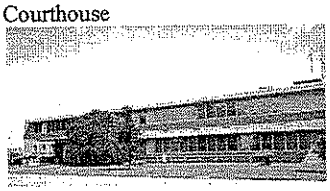
[88] Longstreth, 47-49.
[89] Ibid., 65.

Post-World War II Modern Commercial Building

1956 Dickinson County Courthouse



At this same time, the design tenets of European modernism that emerged in the 1910s and 1920s once again entered the American architectural mainstream. Like the Art Deco Moderne style, what became know as the Modern Movement (a.k.a International Style) in Post World War II also rejected the use of historic references (It also departed from both the traditional and Moderne styles in the promulgation of new concepts of form and volume). This new approach no longer viewed architectural design as the arrangement of masses or blocks enclosing space, but rather as abstract planes now defined by space. The idea of a primary façade was now passé and proponents of the movement saw buildings as three-dimensional objects that lined and differentiated exterior and interior space and "spatial flow." Instead of utilizing only floor plan and elevation as the basis for design, the Modern Movement strived to create a three-dimensional balance of horizontal and vertical planes (floors, roof, and walls).[90] These new structural principles based on the use of reinforced concrete and steel frame construction methods. Poured concrete, cast concrete ornament, and glass and steel became commonly used materials, replacing brick and stone. An example of the typical post-World War II modern commercial building in Abilene is the building at 200 North Broadway. The two-story Dickinson County Courthouse, constructed in 1956, is another notable example of the Modern Movement aesthetic.

Among the tenets of the Modern Movement was the belief that the existing patterns that had been in use for over a century were outmoded. The dense assemblage of buildings oriented to the street on small blocks that formed a grid was viewed as obsolete. The most obvious three-dimensional change in outside spatial order was the use of a large parking lot. Off-street parking, a design approach that began as early as the 1920s, soon appeared in front of and then around a commercial or institutional building. By mid-century these parking lots, particularly for shopping facilities, became a primary design factor, with the building forming a visual backdrop rather than defining a boundary. This process soon occurred both in large shopping centers as well as with many smaller stores and office complexes.[91]

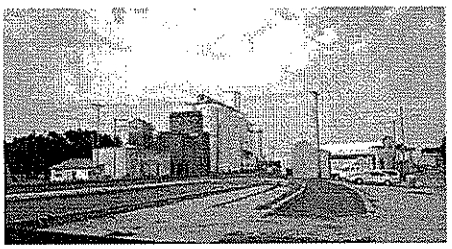
Not only did this pattern become common in newly developing suburban areas, it also became a preferred design for remaking the traditional urban commercial core. The individual buildings were a new version

[90] Ibid., 126-127.
[91] Ibid., 126-129.

of the traditional one-part commercial block. The free-standing circa 1940 buildings at 207 and 211 Northeast Third Street are examples of this trend.

Function-Specific Railroad Resources

Railroad depot buildings are buildings designed to accommodate passengers, freight, or both. Common characteristics include a rectangular footprint aligned parallel to the tracks and a lack of raised, stepped entrances to allow for baggage and freight to be easily handled. They are usually only one to two stories tall and have roofs with a wide overhang to shelter passengers and freight.



Downtown Railroad Area

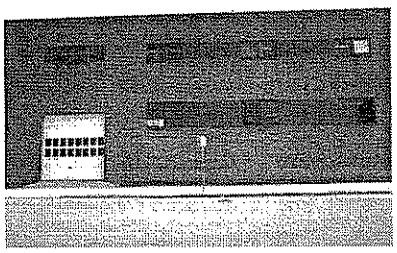
Bustling rail yards in larger communities often featured multiple depots, separating passenger and freight handling functions into separate buildings. During the early twentieth century, the Union Pacific Railroad line in Abilene's Downtown required separate freight and passenger depots.

The Mission Revival style Union Pacific Freight Depot (1928-29) has a typical early twentieth century freight depot plan with its rectangular footprint, siting parallel with the flanking tracks, and multiple loading dock bays. Its highly decorative terra cotta embellishment, however, is rare. Freight depots typically feature modest decorative treatments that distinguish them as freight processing buildings as opposed to passenger depots that typically featured popular stylistic influences.

The Mission Revival style Union Pacific Passenger Depot (1928) in Abilene is typical of early twentieth century passenger stations that featured distinct sections designated for passenger waiting rooms, the ticket and telegraph offices, lavatories, and a baggage room. The style of passenger depots was very important in the market branding of railroad companies.

Railroad Freight and Industrial Buildings

The industrial and railroad freight buildings and structures found in Abilene are located at the edge of the downtown retail area. Their design and materials are function-specific. The builders utilized both traditional and new construction techniques and materials in a variety of combinations to create efficient, fire proof, functional space. Stylistic concerns were secondary for these building types, often resulting in a false front design, restrained brick pattern work, or no decorative embellishment at all.



Circa 1907 Building With 1941 Facade Remodeling

The industrial and freight buildings and structures adjacent to and within the railroad right-of-way in downtown Abilene represent an assortment of functional property types commonly found in railroad freight areas during the late nineteenth century and first half of the twentieth century. Identified by their plan, size, and materials -- brick, stone, tile, corrugated metal, and/or concrete construction -- the vast majority of these buildings do not reference any architectural styles popular at the time of their construction. Their period of construction, however, played an important role in the choice of plan, materials and methods of construction. Some are of wood or brick construction, often resting on stone or concrete foundations. Others reflect the introduction of reinforced concrete technology in the first decades of the twentieth century. Many feature brick veneer or brick curtain walls in conjunction with reinforced concrete structural elements. All of these buildings, as a grouping, share the use of simple, functional designs that reflect the prevailing commercial/industrial design preferences of the time; in particular, the goal of maximizing floor space using an economical, cost-guided design.

With only a few exceptions, industrial buildings in Abilene did not rise higher than two stories. Subtle differences in architectural features provide clues as to their original use. For example, the lack of windows and a presence of loading docks reflect storage and freight transfer functions; pedestrian entrances and display windows indicate wholesale administrative and retail service uses; and the use of large windows to capture natural light and provide ventilation reflects the industrial manufacturing/processing uses of the buildings erected in an era that lacked central heating and cooling systems and used electricity sparingly.

Those buildings and structures designed for industrial processing or storage provided space to accommodate machinery, furnish work space, and store goods, but had limited front office space. Many have two primary elevations — a railroad boxcar freight elevation oriented to an adjacent rail line, and an administrative elevation oriented to the street. A number of buildings feature truck loading docks with vehicular bays oriented to the street. The buildings generally have rectangular footprints, but commonly also feature trapezoidal or irregular footprints as a result of alignment with adjacent railroad tracks, such as the building at 511C Northwest Second Street.

Mills and Grain Elevators

Two other function-specific buildings/structures in the downtown railroad area are mill buildings and grain elevator structures. Flour and grain mills were among the earliest industries in Abilene. Modern mills are privately owned and accept money or trade for milling grains, or the corporations that own the mills buy unmilled grain and then own the flour produced. Modern mills use serrated and flat cast iron rollers to separate the bran from the endosperm tissue which contains nutrients, which is then ground to create white flour and which may be recombined with the bran and germ to create whole wheat or graham flour.

Tall grain elevators originated during the development of the state's commercial agriculture in the late nineteenth century when an adequate labor supply, winter wheat, and the access to rail transport made it possible to successfully market the grain crops raised in the area. In the 1870s, rectangular, wooden grain elevators appeared alongside railroad tracks in nearly every farming community. During the harvest, farmers hauled their wheat, corn, barley, and oats by horse-drawn wagons to the elevators where the grain was weighed and treated, bought, stored, and elevated to the top of an elevator where gravity dispensed it to flatbed railroad cars destined for milling or distribution plants. Grain elevators were also associated with the milling of locally or regionally received grain into flour for distribution and sale.

Initially, grain elevators were wood with walls constructed of two-inch-thick planks laid flat and spiked together or with lapped boards placed on a balloon frame stabilized by steel tie rods. To prevent fires, metal, usually corrugated iron often covered the wooden sides of these rectangular structures. By 1910, circular bins constructed of steel-plate panels or ceramic-tile blocks replaced the wooden structures. In the 1920s, concrete and slip-form technology created elongated and cylindrical elevators.

Designed for function, the elevator's height allowed buckets on a vertical conveyor belt to scoop grain from the pit where farmers unloaded their crops, and to carry the grain to the top for deposit into storage bins. Initially horses, followed by gas and then electricity, powered the operations. As farms grew in acreage and production, larger elevators were needed. Grain companies and farmer cooperatives merged and built elevators with storage capacity for thousands and then millions of bushels. Use of the grain elevators peaked in the 1930s. Transformations in the farm-to-market transportation system and methods of grain storage in recent decades foreshadow the demise of the massive concrete storage systems.

Historic Alterations

During the first decades of the twentieth century, prosperity in Abilene spurred updated enhancements to existing nineteenth century façades and storefronts in an effort to attract more customers. A common early twentieth century alteration in Abilene was the addition of new brick facing with decorative corbel courses or tapestry brickwork. After World War II, to achieve a much-desired modern appearance, the application of stucco or synthetic panels, and façade refacing with buff-colored brick were also popular treatments, as is seen in the building at 101 Northwest Third Street. At mid-century, the influence of Modern Movement styling can be seen in the installation of aluminum-framed display windows, structural glass, and tile bulkhead cladding. Buildings that exhibit alterations made before 1960 reflect the architectural evolution of downtown Abilene. These changes may have gained historical significance in their own right. During the 1960s and 1970s, a second wave of modernization occurred with the placement of metal siding over the facades of the historic buildings and the appearance of new shake cedar and wooden awnings over storefronts. Downtown Abilene continued to be a nucleus for railroad related and a variety of sales and services venues, but as the decades proceeded, the number of vacant and poorly maintained buildings increased.

ARCHITECTS

Throughout its history, Abilene has benefitted from the designs of master builders and architects. Among the notable figures that shaped downtown Abilene were the following:

Joe W. Murray was the son of an Irish immigrant and worked as an architect in Abilene during the early twentieth century. He worked with Kansas City architect, Alonzo Gentry, on the design of the 1930 Lamer Hotel at 409 NW Third Street and was the architect for the 1927 United Building at 300 N Cedar. Murray joined forces with Frank Cayton, who designed Abilene's St. John's Episcopal Church[92] in 1939, and together the Abilene architectural firm of Cayton & Murry designed the 1956 Dickinson County Courthouse (109 E First Street), Abilene's 1942 Garfield School (a WPA project they worked on with Joseph Radotinsky), and the Abilene City Park WPA-era buildings, which were listed in the National Register in 2002.

Prolific California architect, Gilbert Stanley Underwood (1890-1960) designed Abilenes landmark Union Pacific depots in 1928-29 (201 NW Second and 110 N Cedar Streets). Underwood was a well-known architect who worked closely with the National Park Service and the Federal government. After receiving his B.A. from Yale and his M.A. from Harvard, he began his practice in Los Angeles, California in 1923. Shortly thereafter, he designed lodge complexes at various western national parks, including those at

[92] This church is listed in the National Register of Historic Places.

Zion, Bryce Canyon, Grand Canyon, and Yosemite. Also during this period, he designed a number of Union Pacific Railroad stations, culminating in the Art Deco style Omaha station in 1929. In 1932 he joined the Federal Architects Project and went on to design more than 20 post offices, two major federal buildings, and the U.S. State Department Building in 1939-1940.[93]

Kansas City architect, Alonzo Gentry (1889-1967), designed Abilene's Lamer Hotel (409 NW Third Street) in cooperation with Abilene architect Joe Murray. Gentry is known to be associated with at least twenty-five buildings in Kansas City constructed between 1928 and 1961, half of which are multiple-family dwellings like the Lamer Hotel in Abilene. Born in Independence, Missouri, he worked as an architect in New York City before opening offices in Kansas City in 1926. Working as an architect in Kansas City, he designed Kansas City's Municipal Auditorium, "called by the Architectural Record one of the 10 best buildings of the world that year".[94] He later designed the Harry S. Truman library in Independence. A 1935 biographical sketch of Gentry described him as "an architect of national reputation."

Based out of Chicago, G.A. Johnson, G.A. & Sons, served as the contractors for both of the Union Pacific depots in downtown Abilene. The company was founded in 1874 and incorporated in Ilinois in 1915. It has been in constant operation by the same family since its founding and is currently in its fifth generation of owners, completing more than 2,500 projects over its history.[95]

ARGUMENT FOR SIGNIFICANCE

The Abilene Downtown Historic District reflects the economic, political, and cultural forces that shaped approximately one hundred years of commercial development in the city's downtown commercial center. The District reflects the role of Abilene as a commercial center during an era in which America became a major economic power as the result of the expanding railroad system and the enormous growth of its population, both of which created national markets for the agricultural products of the region. Although

[93] Rodd J. Wheaton, National Park Service: *The First 75 Years. Biographical Vignettes: Gilbert Stanley Underwood.* http://www.nps.gov/history/history/online_books/sontag/underwood.htm. Internet. Accessed 15 December 2008.
[94] Kansas City Public Library, Missouri Valley Special Collections on-line catalog, "Alonzo H. Gentry, Architect, is Dead." Newspaper Article On-line. http://www.kchistory.org/cdm4/item_viewer.php?CISOROOT=/Local&CISOPTR=26362&CISOBOX=1&REC=9. Internet. Accessed 15 December 2008.
[95] G.A. Johnson & Sons. Homepage. Company History. http://www.gajohnson.com/history.htm Accessed December 15, 2008.

there are nine commercial properties in the downtown area that are individually listed in the National Register of Historic Places, the District as a whole possesses a significant concentration of buildings, structures, and open spaces united historically by the physical development the city. They include the only extant concentration of late nineteenth and early twentieth century commercial architecture in Abilene. This collection of resources not only documents the evolution of commercial and industrial functions and design present in Abilene's central business district from the late nineteenth century through the mid-twentieth century, it also physically represents the spectrum of building technology, and architectural and functional property types that visually define the history of Abilene as a county seat and important railroad market center.

SIGNIFICANT ASSOCIATIONS WITH COMMERCE

Founded as a commercial enterprise, the history of Abilene and its patterns of physical development are inextricably tied to its beginnings as a railroad market center for the agricultural bounty of the surrounding countryside. The Abilene Downtown Historic District encompasses a group of intact buildings and structures that formed the core of the community's commercial center in the late nineteenth and early twentieth centuries. Encompassing the original railroad alignment, this group of resources communicates important associations with the evolution of the community's commercial role in the region and reflect a local perspective of America's rise as a major economic power during the late nineteenth and early twentieth centuries. These resources have associations with the growth of Abilene as a successful commercial center during a major period of growth in the country, resulting in fundamental patterns of American society and specific innovations of technology and industrialization.[96]

The District also reflects the individuality and evolution of the retail stores, offices, banks, hotels, courthouse, city hall, and special use institutional, manufacturing, and processing facilities, warehouses, wholesale houses and railroad freight and passenger related buildings and structures that gave Abilene's downtown its unique collective image and reflected its ongoing commercial role as a county seat and regional railroad market center. The District reflects the evolving scope and complexity of commercial endeavors that often resulted in buildings erected for specialized functions that reflected technological and market changes. The surviving resources also provide an understanding of the role of both the railroad and, later, the automobile on local commerce.

As in other Midwestern communities, the size and extent of Abilene's commercial buildings and facilities, relative to other communities in the region, served as an index to the community's

[96] Charles N. Glaab and A. Theodore Brown, *A History of Urban America* (London: The Macmillan Company, 1969), 133-134.

achievements and its potential to the broader economic community as well as to investors and buyers. As such, the District serves as a tangible reminder of the importance of organized civic and private entrepreneurship that enabled communities like Abilene to attract investment and the other important components of urban growth from the competing network of villages, towns, and cities.

SIGNIFICANT ASSOCIATIONS WITH COMMUNITY PLANNING AND DEVELOPMENT

In addition to its significant commercial associations, the District communicates the patterns of commercial development established in Abilene in the late nineteenth century that remained dominant until the mid-twentieth century despite the growth of commercial strip development associated with the opening of I-70 highway in the late 1950s.

The District's resources reflect the fundamental role of agriculture and the railroad and associated real estate development in the subsequent physical patterns of community development and town planning of Abilene, in general, and of the community's retail, wholesale, and industrial areas in particular. Within the District, the buildings and structures, including the extant railroad alignment and the arrangement of adjacent streets and lots in relation to the railroad tracks rather than the traditional grid of section, township, and range, communicate important information about the city's genesis and evolution as an important railroad freight center.

This general pattern is in many ways not unique to Abilene. The arrangement of the some of the city's main streets in relation to the railroad right-of-way parallel to and flanking the railroad reflected the circumstances and technological development at that time. Commercial businesses continued to cluster along these early commercial thoroughfares. The District includes the original railroad alignment and its spatial relationship with the streets that flank it as they are very significant elements due to their historic physical and visual associations to the original town plat and subsequent and subsequent additions' orientation to the railroad tracks. They successfully communicate the significance of the railroad to the town during the District's period of significance.

Today, as in the past, the District reflects the dense urban configuration typical of commercial areas in rural railroad market centers. The arrangement of the railroad grade dictated the location and arrangement of industrial buildings, commercial business houses, and residential areas and visually defined Abilene's built environment. As such, the resources document the evolution of buildings from the earliest businesses that located close to the rail line and depot to assure the most convenient position for unloading and breaking cargo in bulk for distribution to retail traders, as well as for collecting, packaging, and shipping raw goods and livestock to other locations. Nearby were government offices,

hotels, saloons, and retail establishments. Open space occurred only as a result of necessity for outdoor work areas, to allow access to the functions within a building or structure, to house livestock, and to allow natural light and ventilation to reach interior spaces of adjacent buildings.[97] Within the decade after the first platting of the town, owners platted residential additions offering choice residential enclaves away from the noise, pollution, and fire hazards associated with the rail line and shipping areas. The historic density is reinforced by the number of buildings retaining their historical integrity and by the different dates of construction and design treatments that create a collage reflecting the evolution of the community's commercial evolution. These physical distinctions and patterns remain today, providing a setting that reinforces the historic nature of Abilene's central business district.

SIGNIFICANCE IN ARCHITECTURE

The Abilene Downtown Historic District derives its significance from being a contiguous and unified entity, even though it is composed of a wide variety of architectural and functional resources. These resources represent the spectrum of building technology, design, stylistic features, form, and function that today define the history of Abilene's downtown commercial center. Because of the historic architectural integrity of the group of resources in the District, the architecture of the district provides a linkage reflecting the evolution of commercial, industrial, and institutional architecture in the downtown area. The range of popular late nineteenth to mid-twentieth century architectural styles and vernacular adaptation of these styles, as well as the design of function-specific buildings and structures, provide the District with distinctive characteristics of individual types, periods, and/or methods of construction during the period of significance. This includes the pattern of features common to particular classes of resources; sufficient evidence of individuality and variation of features that occurs within these classes, particularly as they apply to Abilene; the evolution of particular architectural styles and functional property types, and transitions between classes of resources.

[97] Richard Longstreth, 14.

The following is a list of the properties and a brief description of their individual histories documents the diversity and continuum of commercial buildings and structures within the District:

001. 109 E 1st Street ***Eligibility:*** Contributing

Historic Property Name(s): Dickinson County Courthouse
Date of Property History: 1956

This building does not appear on 1947 Sanborn Fire Insurance Company map. Local architects, Cayton & Murray, who also designed the Abilene City Park buildings, designed the building.

002. 0A W 1st Street ***Eligibility:*** Contributing

Historic Property Name(s): Farmer's Elevator Company
Date of Construction: 1912/c.1922/1946
Property History:

The Farmer's Co-operative Elevator Company constructed the oldest portion of this elevator in 1912 (northwest corner of the building). Around 1922, they added the shed roof warehouse section onto the south elevation of the elevator. In circa 1946, the co-op added the large feed warehouse (east portion linking with circa1912 coal storage building) and forward elevator (southeast corner). The large grain bin on the west end of the original 1912 elevator dates to the mid-twentieth century. This parcel was vacant in 1912 when the Farmers Co-operative Elevator Company established their business here. During the late 1940s, the elevator complex had a capacity of more than 22,000 bushels.

003. 0B W 1st Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Farmer's Elevator Company Office
Date of Construction: c. 1922
Property History:

This office building first appears on the 1926 Sanborn Fire Insurance Company map. This parcel was vacant in 1912 when the Farmers Co-operative Elevator Company established their elevator here.

004. 0C W 1st Street ***Eligibility:*** Contributing

Historic Property Name(s): Midwest Milling Company; Security Flour Mills, Midwest Mill Branch
Date of Construction: 1919/1927/c.1940
Property History:

R.W. Arndt & Company Flour Mill established the first elevator/mill at this site around 1917. A large, 50,000 bushel grain tank dates to 1919. By 1926, the Midwest Milling Company occupied the mill/elevator complex. The Sanborn Fire Insurance Company maps show the mill had been expanded with larger mill and warehouse sections at the southwest end along the railroad tracks by this time. In 1927, another expansion occurred with the construction of six, 80-foot grain tanks at the northeast end of the complex. By 1947, Security Flour Mills occupied the site and operated it as its Midwest Mill Branch. The warehouse section was removed at during the late twentieth century.

005. 0D W 1st Street ***Eligibility:*** Contributing

Historic Property Name(s): R.W. Arndt Co. Flour Mill Office; Midwest Milling Company; Security Flour Mills, Midwest Mill Branch

Date of Construction: c. 1917

Property History:
This building appears on the 1917 Sanborn Fire Insurance Company map, which indicates its wide eaves and "plast'd" walls. Based on a review of the available Sanborn maps, this building was originally associated with the R.W. Arndt Flour Mills and remained the office building for the subsequent milling companies that operated here.

006. 200A W 1st Street ***Eligibility:*** Contributing

Historic Property Name(s): Louie's Grocery Market

Date of Construction: c. 1935

Property History:
This building does not appear on 1926 Sanborn Fire Insurance Company map. Louie's Grocery Market occupied the building during the late 1940s.

007. 200B W 1st Street ***Eligibility:*** Contributing

Date of Construction: c. 1908

Property History:
This building does not appear on the 1905 Sanborn Fire Insurance Company map. It first appears as a "marble shop" on the 1912 and 1917 Sanborn maps. It contained a cream station in 1926 and was a grocery store by 1947. The building has a notably deep setback from the street.

008. 206 W 1st Street ***Eligibility:*** Non-Contributing

Date of Construction: c. 1922

Property History:
This building does not appear on 1917 Sanborn Fire Insurance Company map. It first appears on the 1926 Sanborn as an auto repair shop and continues as such through the late 1940s.

009. 210 W 1st Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Baker Service General Repair Shop

Date of Construction: c. 1910

Property History:
This building does not appear on 1905 Sanborn Fire Insurance Company map. A building of this size and dimensions appears at this location on the 1912 Sanborn map as a carpenter's shop. It functioned as storage space in 1926 and as a general repair shop in the late 1940s. The concrete block façade dates to a mid-twentieth century remodeling.

010. 308A W 1st Street ***Eligibility:*** Non-Contributing

Date of Construction: c. 1922

Property History:
This building first appears on the 1926 Sanborn Fire Insurance Company map as containing two businesses - an auto repair shop (west) and a blacksmith (east). In 1947 it contained a "junk" business, at which time the existing west addition does not appear.

011. 308B W 1st Street ***Eligibility:*** Contributing

Date of Construction: c. 1950

Property History:

This building does not appear on 1947 Sanborn Fire Insurance Company map. The Quonset Hut building was a widely used property type during and immediately after WWII, particularly for industrial, warehousing, and farming functions.

012. 308C W 1st Street ***Eligibility:*** Non-Contributing

Date of Construction: c. 1960-1969

Property History:

This building does not appear on 1947 Sanborn Fire Insurance Company map. During 1940s, Butler Manufacturing Company, a Kansas City, Missouri firm, had a complete line of rigid frame buildings on the market. Oral history interviews indicate the building was constructed during the 1960s.

013. 401 W 1st Street ***Eligibility:*** Contributing

Historic Property Name(s): Como & Lasure Carriage Works; Powell Body Shop

Date of Construction: c. 1886

Property History:

Appears on the 1887 Sanborn Fire Insurance Company map as the Como & Lasure Carriage Works with blacksmith, woodworking, and paint shops within. Various additions appear on the rear over time. Known uses include beer and liquor warehouse (1905), paint shop (1912), machine shop (1917 and 1926), and auto repair (1947). The existing rear addition dates to before 1947.

014. 201 NW 2nd Street ***Eligibility:*** Listed in the National Register

Historic Property Name(s): Union Pacific Railroad Passenger Depot

Date of Construction: 1928

Property History:

The building first appears on the 1947 Sanborn Fire Insurance Company map, which shows the baggage room and express office at the west end of the building. At the time of its construction, it replaced the earlier and much smaller Union Pacific depot at this location. The existing depot building is listed in the National Register (1992).

015. 202 NW 2nd Street ***Eligibility:*** Contributing

Historic Property Name(s): Forster Hotel

Date of Construction: c. 1920/c.1930

Property History:

This building first appears on the 1926 Sanborn Fire Insurance Company map as a two-story building containing stores and offices on the first floor. The third story dates to between 1926 and 1947.

016. 306 NW 2nd Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Kirby's Bank; Litts Clothing Store

Date of Construction: c. 1880

Property History:

This building first appears on 1884 Sanborn Fire Insurance Company map as containing a general store and a bank. Known uses of this building are as a general store (1884), barber shop (1884-87), offices (1887-92), YMCA (1892), confectionary (1892), clothier (1905-12), bank (1884-17), and miscellaneous stores (1926,

1947). The 1886 City Directory identifies this as Kirby's bank.

017. 511A NW 2nd Street ***Eligibility:*** Contributing

Historic Property Name(s): Central Lumber Company
Date of Construction: c. 1922
Property History:
The office and lumber shed both first appear in their existing configuration on the 1926 Sanborn Fire Insurance Company map.

018. 511B NW 2nd Street ***Eligibility:*** Contributing

Historic Property Name(s): Central Lumber Company
Date of Construction: c. 1922
Property History:
The office and lumber shed both first appear in their existing configuration on the 1926 Sanborn Fire Insurance Company map

019. 511C NW 2nd Street ***Eligibility:*** Contributing

Historic Property Name(s): Cruse Motor Company; Ford Garage
Date of Construction: c. 1935
Property History:
This building appears on 1947 Sanborn as a tractor sales and service shop. This building also operated as the Ford Garage for the Ford dealership across the street during the mid-twentieth century (the dealership building was at 420 Northwest Second Street and no longer retains integrity and is not located within the District boundaries).

020. 105 NE 3rd Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Abilene Floral Company
Date of Construction: c. 1935
Property History:
This building first appears on 1947 Sanborn Fire Insurance Company map as a retail shop with greenhouse attached to east elevation; the greenhouse is no longer extant. The solid wall between this building and the rear wall of 301-03 North Buckeye Avenue, indicating it is a separate building.

021. 110 NE 3rd Street ***Eligibility:*** Non-contributing

Date of Construction: c. 1945
Property History:
A building of this size appears at this location on the 1947 Sanborn Fire Insurance Company map, at which time it is shown as an unidentified store.

022. 205 NE 3rd Street ***Eligibility:*** Contributing

Historic Property Name(s): Kirby House
Date of Construction: c. 1885
Property History:
Thomas Kirby, local banker and entrepreneur, built this house on the site of Joseph McCoy's homestead. The Kirby House appears on the 1887 Sanborn Fire Insurance map (the earlier 1884 edition does not cover this part of town). The associated garage appears on the 1947 Sanborn Fire Insurance Company map. The

Commercial Club is believed to have replaced the original porch around 1913 with a Classical Revival style porch. Having fallen into disrepair by the late twentieth century, the c.1913 porch was removed in the 1980s and original 1880s porch configuration and details accurately reconstructed per the Secretary of the Interior's Guidelines for Reconstruction. Thomas Kirby was born in December 1846 in Pennsylvania and arrived in Kansas in the 1860s or 1870s. Thomas was the son of Irish immigrants and made his living as a prominent banker in downtown Abilene (his bank still stands at 306 Northwest Second Street; currently evaluated as a non-contributing property to the District due to lack of historic architectural integrity). By 1880, he and his wife are shown as living on North Third Street with their two- year-old daughter, Gertrude. Kirby lived at the house from c.1885 until his death circa 1905. His widow, Anna, sold the property around 1913. At that time the Commercial Club occupied the residential building. Other subsequent uses was as a rooming house, and Chamber of Commerce headquarters.

023. 205A NE 3rd Street ***Eligibility:*** Contributing

Historic Property Name(s): Kirby House Garage
Date of Construction: c. 1945
Property History:
This auto garage appears on the 1947 Sanborn Fire Insurance Company map where it is listed as having a five-car capacity and an open "porch" across the south (primary) elevation.

024. 207 NE 3rd Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Shadinger Printing Co.
Date of Construction: c. 1940
Property History:
This building appears on the 1947 Sanborn Fire Insurance Company map as a printing shop.

025. 210A NE 3rd Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Badger Lumber Company
Date of Construction: c. 1900
Property History:
This building first appears on 1905 Sanborn Fire Insurance Company map as the Badger Lumber Company office. The associated c.1900 coal storage building is intact at the rear of the lot. The larger lumber shed structure is no longer extant.

026. 210B NE 3rd Street ***Eligibility:*** Contributing

Historic Property Name(s): Badger Lumber Company
Date of Construction: c. 1900
Property History:
This coal shed appears on Sanborn Fire Insurance Company maps and dates to circa 1900.

027. 210C NE 3rd Street ***Eligibility:*** Contributing

Historic Property Name(s): Abilene Flour Mills
Date of Construction: 1919/c.1925/c.1955
Property History:
A mill and elevator have been at this location since at least circa 1880. The existing complex includes sections that date from 1919 through the 1950s. Abilene Mill & Elevator Company was at this location in the 1880s. The company name changed to Abilene Milling Company in the early 1890s. Abilene Flour Mills

operated at this location from around 1915 through 1947. A late 1950s photograph shows the complex in its existing configuration.

028. 211 NE 3rd Street ***Eligibility:*** Contributing

Historic Property Name(s): Abilene Flour Company General Offices
Date of Construction: c. 1940
Property History:
This building appears on the 1947 Sanborn Fire Insurance Company map as containing offices. The 1948 city directory lists it as the general offices of the Abilene Flour Company mills located across the street (210B NE 3rd Street).

029. 101 NW 3rd Street ***Eligibility:*** Contributing

Historic Property Name(s): Post Office Block; Abilene School of Music
Date of Construction: 1884
Property History:
This building first appears on 1884 Sanborn Fire Insurance Company map as "being built to be fire proof bank build'g." Later occupants include a bank (1887-92) and various business offices (1905-1947). The existing exterior brick facing dates to the 1950s.

030. 102 NW 3rd Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Lon's Sinclair Station; Viola Corner
Date of Construction: c. 1918
Property History:
This building first appears on 1926 Sanborn Fire Insurance Company map as containing a restaurant, a store, and a filling and service station with the entire southeast corner of the building open to drive through. This building appears in a circa 1918 photo.

031. 103 NW 3rd Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Post Office Block
Date of Construction: c. 1883
Property History:
This building appears on 1884 Sanborn Fire Insurance Company map as containing a drug store. Later occupants include a grocery/meat store (1892) and a print shop (1905-12). Various local history secondary sources stats that the young Dwight Eisenhower spent a great deal of time here when the Dickinson County newspaper was located in the building (around 1910); he was friends with the publisher, Joe Howe, and would spend time at this office reading the East Coast newspapers subscribed to by Howe.

032. 104 NW 3rd Street ***Eligibility:*** Contributing

Historic Property Name(s): Viola & Sons
Date of Construction: c. 1885
Property History:
A building of this size/dimension appears at this location on the 1887 Sanborn Fire Insurance Company map. The façade was remodeled in the early-to-mid twentieth century. Known occupants include a hand printing shop (1887), a confectionary (1905), and a pool hall (1912-1917). The 1948 city directory lists Viola & Sons general merchandise at this location and the two buildings to the west (106, 108 Northwest Third Street).

033. 105 NW 3rd Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Post Office Block; McCann's Jewelry
Date of Construction: c. 1883
Property History:
This building first appears on the 1884 Sanborn Fire Insurance Company map. Occupants include a post office and boot shop (1887), a carriage repository and print shop (1892), a tin shop (1905-12), the Kugler and Tepler Hardware Store (1910), a hardware warehouse (1912) and a grocery (1917).

034. 106 NW 3rd Street ***Eligibility:*** Contributing

Historic Property Name(s): Viola & Sons
Date of Construction: c. 1910
Property History:
The building first appears on 1912 Sanborn Fire Insurance Company map containing a music shop. A boot and shoe store occupied the building in 1917. The 1948 city directory lists Viola & Sons general merchandise at this location and the two neighboring buildings (108 and 104 Northwest Third Street).

035. 107 NW 3rd Street ***Eligibility:*** Contributing

Historic Property Name(s): Post Office Block
Date of Construction: c. 1883
Property History:
The building first appears on 1884 Sanborn Fire Insurance Company map as containing a furniture store. Later occupants include a hardware and tin shop (1892), a upholstery shop and undertaker (1905), a hardware store (1912) and a soldiers' mess hall (1917).

036. 108 NW 3rd Street ***Eligibility:*** Contributing

Historic Property Name(s): Viola & Sons
Date of Construction: c. 1922
Property History:
This building first appears on the 1926 Sanborn Fire Insurance Company map as containing two small shops; its footprint covering only the forward third of the lot. By 1947, the building extended to the alley. The 1948 city directory lists Viola & Sons at this location and the two neighboring buildings to the east (106 and 104 Northwest Third Street).

037. 109 NW 3rd Street ***Eligibility:*** Contributing

Historic Property Name(s): Post Office Block; Henry & Fowler Drug Store
Date of Construction: c. 1885
Property History:
The building first appears on 1887 Sanborn Fire Insurance Company map as containing a millinery and photo studio. Later occupants include a restaurant (1892), a furniture shop and saloon (1905), the Home Rule Café (1910-17); and a drug store (1926-1948). According to local history accounts, Dwight Eisenhower's last meal before leaving for West Point as a young man was cooked at the Home Rule Café.

038. 110 NW 3rd Street ***Eligibility:*** Contributing

Historic Property Name(s): Masonic Temple; Montgomery Ward
Date of Construction: c. 1910
Property History:
This building first appears on 1912 Sanborn Fire Insurance Company map. The Masonic lodge occupied the two upper floors and the first story contained retail space. In 1917, a furniture store occupied the first floor with storage in the basement. The 1948 city directory lists Montgomery Ward at this location.

039. 111 NW 3rd Street ***Eligibility:*** Contributing

Historic Property Name(s): Post Office Block; Sanitary Barber & Beauty Shop
Date of Construction: c. 1885
Property History:
This building first appears on the 1887 Sanborn Fire Insurance Company map as containing a grocery and chinaware shop. Later occupants include a grocery and boot shop (1892), a billiard hall (1905), Duffy's Café (1910), a moving picture house and a restaurant (1912).

040. 115 NW 3rd Street ***Eligibility:*** Listed in the National Register

Historic Property Name(s): Perring Building; Post Office Block; Wyandt Building
Date of Construction: 1902
Property History:
Historic occupants include Wyandt and Mildred Steeves Insurance firm, the Dickinson County Title Company, the VFW Hall (2nd floor), and the Western Union (1st floor). The building appears on the 1947 Sanborn Fire Insurance Company map as containing business offices. The building is listed in the National Register of Historic Places (1998).

041. 201 NW 3rd Street ***Eligibility:*** Contributing

Historic Property Name(s): Commercial State Bank
Date of Construction: c. 1922
Property History:
The 1917 Sanborn Fire Insurance company map shows an earlier building at this location marked as "condemned." The existing building first appears on 1926 Sanborn map as a bank with a printing shop in the basement. The 1948 city directory lists Commercial State Bank at this location.

042. 203 NW 3rd Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Poole's Café
Date of Construction: c. 1922
Property History:
The 1917 Sanborn Fire Insurance Company map shows an earlier building at this location marked as "condemned." The existing building first appears on the 1926 Sanborn map. Poole's Café was at this location in the 1930s, and a restaurant continued to occupy this location in 1947.

043. 209 NW 3rd Street ***Eligibility:*** Contributing

Date of Construction: c. 1922
Property History:
The 1917 Sanborn Fire Insurance Company map shows an earlier building at this location marked as "condemned." The existing building first appears on the 1926 Sanborn map as containing two small shops.

044. 311 NW 3rd Street ***Eligibility:*** Contributing

Date of Construction: c. 1885/c.1915

Property History:

This building first appears on the 1887 Sanborn Fire Insurance Company map with three stories. Between 1912 and 1917, the third story was removed and the façade remodeled to its current appearance. Known occupants over time include a harness shop (1887), a book shop (1892-1912), a barber (1905), a confectionary (1917), a jewelry store (1917), a sign painting business (1926), and drug store (1947).

045. 406 NW 3rd Street ***Eligibility:*** Contributing

Historic Property Name(s): United Telephone Exchange Company Building

Date of Construction: 1921

Property History:

This building first appears on the 1926 Sanborn Fire Insurance Company map as the Telephone Exchange and Office Building with a link (two by 1947) to the neighboring United Building to the east (300 North Cedar Street).

046. 409 NW 3rd Street ***Eligibility:*** Listed in the National Register

Historic Property Name(s): Lamer Hotel; Sunflower Hotel

Date of Construction: 1930-31

Property History:

This building appears on the 1947 Sanborn Fire Insurance map as the Lamer Hotel, containing a T-shaped lobby, a restaurant, and a drug store on the first floor. Eisenhower often stayed at this hotel when he was in town and made several significant speeches here. The building is listed in the National Register of Historic Places (2001).

047. 413 NW 3rd Street ***Eligibility:*** Non-Contributing

Date of Construction: c. 1922

Property History:

This building first appears on the 1926 Sanborn Fire Insurance Company map as a store with the existing one-story warehouse wing at the rear (south) end. In 1947, it contained an auto garage with a capacity of 25 cars.

048. 414 NW 3rd Street ***Eligibility :*** Contributing

Historic Property Name(s): Rasher Funeral Home/Martin Funeral Home

Date of Construction: c. 1928

Property History:

This building first appears on the 1947 Sanborn Fire Insurance Company map as a funeral home with chapel and attached automobile garage wing (both intact). The 1948 city directory lists it as the Rasher Funeral Home, which offered ambulance service. The Martin Funeral Home assisted with the funeral arrangements of Eisenhower family.

049. 105 NE 4th Street ***Eligibility:*** Contributing

Historic Property Name(s): Abilene Oil Company

Date of Construction: c. 1915/c.1940

Property History:

The rear two-thirds of this building date to circa 1915 when it contained an auto sales and garage business. Between 1926 and 1947, the forward third was altered to its current filling station appearance and the rear two-thirds remained an auto service area.

050. 107 NE 4th Street ***Eligibility:*** Contributing

Date of Construction: c.1915

Property History:

This building first appears on the 1917 Sanborn Fire Insurance Company map as containing a blacksmith's shop; this occupant remains through the late 1940s. The 1948 city directory lists G.L. Snyder, auctioneer, at this location.

051. 209 NW 4th Street ***Eligibility:*** Contributing

Historic Property Name(s): Abilene Public Library; Carnegie Library

Date of Construction: 1908

Property History:

This building first appears on the 1912 Sanborn Fire Insurance Company map. It reportedly cost $15,000. The rear addition dates to 1977.

052. 200 N Broadway Street ***Eligibility:*** Contributing

Date of Construction: c. 1954

Property History:

This building does not appear on the 1947 Sanborn Fire Insurance Company map. According to oral history interviews, it was constructed in the early-to-mid 1950s in an effort to "spruce up" the city for President Eisenhower's' visits. It replaced the earlier nineteenth century Citizens Bank and the Toothpick buildings.

053. 203 N Broadway Street ***Eligibility:*** Contributing

Historic Property Name(s): Abilene Bank; Lebold's Bank

Date of Construction: c. 1880/c.1915

Property History:

This building first appears as two separate buildings (bank and clothier) on 1884 Sanborn Fire Insurance Company map. These buildings were combined in a façade remodeling around 1915. As with a number of buildings in downtown Abilene, the building was remodeled in the early twentieth century, which included the removal of the Italianate window hoods and cornice and the refacing of the primary elevations with new brick. In 1947, the building contained a retail store, a drug store, and two offices.

054. 204 N Broadway Street ***Eligibility:*** Non-Contributing

Date of Construction: c. 1880

Property History:

A building of this size and dimension appears at this location on the 1884 Sanborn Fire Insurance Company map. The existing façade treatment dates to the late twentieth century. Known occupants over time include a barber (1884-87), a printing shop, a dry goods store (1884-87), a millinery shop (1887), and a clothier (1892-1917).

055. 205 N Broadway Street ***Eligibility:*** Contributing

Date of Construction: c. 1880

Property History:

A building of this size and dimensions appears at this location on the 1884 Sanborn Fire Insurance Company map, the earliest to cover Abilene. Known occupants include a jewelry store (1884-87), a millinery (1892), and a drug store (1905-1947).

056. 206 N Broadway Street ***Eligibility:*** Contributing

Date of Construction: c. 1880/c.1905

Property History:

A building of this size and dimensions appears at this location on the 1884 Sanborn Fire Insurance Company map, the earliest to cover Abilene. The existing façade treatment dates to circa 1905. Known occupants include a dry goods store (1884-87), a grocery (1884), a clothier (1892), a notions shop (1905), a general store (interior passages linked with 208 and 212 North Broadway in 1912), and a restaurant (1917).

057. 207 N Broadway Street ***Eligibility:*** Non-Contributing

Date of Construction: c. 1880

Property History:

A building of this size and dimension appears at this location on 1884 Sanborn Fire Insurance Company map. The façade treatment dates to the late twentieth century. Known occupants include a clothier (1884-92), a grocery (1905), a clothier (1912-17), and a print shop (1912).

058. 208 N Broadway Street ***Eligibility:*** Contributing

Date of Construction: c. 1880/c.1905

Property History:

A building of this size and dimensions appears at this location on the 1884 Sanborn Fire Insurance Company map. The façade treatment dates to circa 1905. Known occupants include a college and offices (1884-1887), a drug store (1884-87), a grocery (1892-1905), a general store (interior passages linked with 206 and 212 N. Broadway in 1912)a grocery (1917), and a furniture store (1947).

059. 209 N Broadway Street ***Eligibility:*** Non-Contributing

Date of Construction: c. 1880

Property History:

A building of this size and dimension appears at this location on 1884 Sanborn Fire Insurance Company map. The façade treatment dates to the late twentieth century. Known occupants include a boot and shoe store (1884-92), a jewelry store (1884), a clothier (1905), a pool hall (1912-17), and a barber shop (1917). The Smoke House cigar store was here in circa 1910.

060. 212 N Broadway Street ***Eligibility:*** Contributing

Historic Property Name(s): Case Building; Case's Clothing Store

Date of Construction: c. 1880/c.1905

Property History:

This building first appears in its existing configuration on the 1905 Sanborn Fire Insurance Company map. Sanborn maps indicate that earlier two-story buildings were combined around 1905 to form the existing building and unified façade treatment with 206 and 208 North Broadway. Known occupants include a general store (interior passages linked with 206 and 212 N. Broadway, 1912), and a ladies furnishings store (1917).

061. 213 N Broadway Street ***Eligibility:*** Contributing

Historic Property Name(s): Abilene National Bank Building; First National Bank
Date of Construction: 1906
Property History:
This building first appears on 1912 Sanborn Fire Insurance Company map as a bank. It also contained a telegraph office at that time. It remained a bank until at least the late 1940s. During the late twentieth century it was combined with the two neighboring buildings to the south (207 and 209).

062. 300 N Broadway Street ***Eligibility:*** Contributing

Historic Property Name(s): McInerney Building
Date of Construction: c. 1883
Property History:
This building appears on the 1884 Sanborn Fire Insurance Company map, the first to cover Abilene. Known occupants over time include T.C. McInerney's boot and shoe store (1883-1908), the *Abilene Reflector* newspaper (c.1884-1886), the Abilene Library Organization (1900-1908), a tailor (1887-1892), a jewelry store (1892), a barber shop (1905-1917), a photo studio (1892-1917, and a restaurant (1917).

063. 301 N Broadway Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Farmers National Bank
Date of Construction: c. 1908
Property History:
This building first appears on the 1912 Sanborn Fire Insurance Company map as containing a bank with a tailor in the basement. At that time, a newsstand occupied the storefront at the rear (east end) of the south elevation. It remained a bank until at least the late 1940s, at which time it was clad with a skin of square metal panels.

064. 302 N Broadway Street ***Eligibility:*** Contributing

Date of Construction: c. 1880
Property History:
This building appears on the 1884 Sanborn Fire Insurance Company map as containing a furniture store on the first floor and a photography studio on the second floor; the photo studio remained upstairs through at least 1947. Other known occupants include grocery and dry goods store (1887), boot & shoe store (1892-1905), wallpaper & queensware store (1905), and a bakery (1912). The Ideal Bakery was here circa 1910.

065. 303 N Broadway Street ***Eligibility:*** Non-Contributing

Date of Construction: c. 1940
Property History:
The south half of this building may date to as early as circa 1900. The current dimensions (4 lots wide) do not appear until the 1947 Sanborn Fire Insurance Company map when an open retail space occupied the entire floor plate.

066. 304 N Broadway Street ***Eligibility:*** Contributing

Date of Construction: c. 1905
Property History:
This building first appears on the 1905 Sanborn Fire Insurance Company map as containing three shops. Occupants over time included a millinery store(1905, 1912, 1917), a "racket" (1905), and a variety store

(1912, 1917).

067. 308 N Broadway Street *Eligibility:* Contributing

Date of Construction: c. 1900

Property History:

This building first appears on the 1905 Sanborn Fire Insurance Company map as a confectionary and bakery. It remained a bakery until the late 1910s.

068. 310 N Broadway Street *Eligibility:* Contributing

Historic Property Name(s): Long Building

Date of Construction: c. 1885

Property History:

This building first appears on the 1887 Sanborn Fire Insurance Company map connected within to 314 North Broadway and with a unified façade. Known occupants include a grocery/dry goods store(1887-92), a clothier (1887-92), a general store (1905-17), and a meeting 2nd floor hall (1912-17).

069. 311 N Broadway Street *Eligibility:* Contributing

Date of Construction: c. 1940

Property History:

This building first appears on a 1947 Sanborn Fire Insurance map as an unidentified store.

070. 314 N Broadway Street *Eligibility:* Contributing

Historic Property Name(s): Long Building

Date of Construction: c. 1885

Property History:

This building first appears on the 1887 Sanborn Fire Insurance Company map, connected within to 310 N. Broadway and with a unified façade. Known occupants include: queens ware & fancy goods (1887); furniture (1892); grocery (1905-17).

071. 315 N Broadway Street *Eligibility:* Contributing

Historic Property Name(s): Gans Building

Date of Construction: c. 1922

Property History:

This building first appears on the 1926 Sanborn Fire Insurance Company map as business offices and remains as such through the late 1940s. Charles W. Gans, insurance agent, occupied this building in 1948.

072. 316 N Broadway Street *Eligibility :* Non-Contributing

Date of Construction: c. 1885

Property History:

This building first appears on the 1887 Sanborn Fire Insurance Company map. The façade was covered with metal siding in the late twentieth century. Known occupants include a school (1887), a queensware store (1892) and a grocery (1905-17).

073. 317 N Broadway Street ***Eligibility:*** Contributing

Date of Construction: c. 1900

Property History:

This building first appears on the 1905 Sanborn Fire Insurance Company map, containing a furniture store with a metal ceiling. Other known occupants include a music store and a millinery shop (1912-17).

074. 318 N Broadway Street ***Eligibility:*** Contributing

Date of Construction: c. 1885

Property History:

This building first appears on the 1887 Sanborn Fire Insurance Company map. The façade was remodeled to its current appearance in the early twentieth century. Known occupants include a billiard hall (1887), a second-hand shop (1892), and a grocery (1905-17).

075. 321 N Broadway Street ***Eligibility:*** Contributing

Historic Property Name(s): Jeffcoat's Photo Studio

Date of Construction: 1925

Property History:

This building first appears on the 1926 Sanborn Fire Insurance Company map as containing a studio. By 1947, two narrow stores comprise the interior. Building plaques on the façade read - "From this building United Press Intl. processed and sent wire photos of the Eisenhower Funeral April 2, 1969" and "Built 1925."

076. 324 N Broadway Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Shockey & Landes Furniture & Hardware Store

Date of Construction: c. 1890

Property History:

This building first appears on the 1892 Sanborn Fire Insurance Company map as containing three stores - a tin shop, a carriage repository, and a hardware store. Later occupants include a furniture. hardware, grocery, and a tin shop (1905): a furniture business and hardware store (1912. 1917). The building still contained a furniture store in 1947. The façade of new cladding was added during the late twentieth century.

077. 327 N Broadway Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Firestone; Gugler Insurance

Date of Construction: c. 1915

Property History:

This building first appears on the 1917 Sanborn Fire Insurance Company map. Known occupants include a auto sales and service building (1917-26). The 1947 Sanborn map shows the building as having a concrete floor and iron posts on the first floor and wood posts on the second.

078. 419 N Broadway Street ***Eligibility:*** Contributing

Historic Property Name(s): Abilene City Hall & Auditorium

Date of Construction: c. 1922

Property History:

This building first appears on the 1926 Sanborn Fire Insurance Company map. The fire department addition on the south elevation dates to the 1970s or 1980s.

079. 201 N Buckeye Avenue *Eligibility:* Contributing

Historic Property Name(s): Wells Fargo Express Co.
Date of Construction: c. 1870
Property History:
Local history sources date this building to circa 1870. A building of this height and dimension appears at this location on the 1884 Sanborn Fire Insurance Company map, the first to cover Abilene, at which time it contained a bakery. Other known occupants include offices (1887-1905), an express office (1912-1917), and a restaurant (1947).

080. 203 N Buckeye Avenue *Eligibility:* Contributing

Date of Construction: c. 1930
Property History:
This building first appears on 1947 Sanborn Fire Insurance Company map as an auto sales and service business.

081. 217 N Buckeye Avenue *Eligibility:* Contributing

Historic Property Name(s): Abilene Post Office
Date of Construction: 1914
Property History:
This building first appears on the 1917 Sanborn Fire Insurance map. The building cost $70,000 and replaced the earlier Continental Hotel that stood on this parcel.

082. 301-03 N Buckeye Avenue *Eligibility:* Listed in the National Register

Historic Property Name(s): Kirby Building
Date of Construction: 1885
Property History:
This building first appears on the 1887 Sanborn Fire Insurance Company map. Known occupants include a grocery (1887-92), a queensware store (1887-92), a carriage repository (1887), a print shop (1892), a bottling works (1905), a cleaning and dying business (1912), a meat shop (1912-17), a print shop (1917), and a social lodge/meeting hall (1926-47, 2nd floor). The building is listed in the National Register of Historic Places as a contributing resource to a small district of neighboring buildings (2005)..

083. 305-07 N Buckeye Avenue *Eligibility:* Listed in the National Register

Historic Property Name(s): Brenizer Building
Date of Construction: 1885
Property History:
This building first appears on the 1887 Sanborn Fire Insurance Company map. Known occupants over time include dry goods/grocery businesses (1887), a confectionary (1887), a meat market (1892), a grocery (1905-17), and a cleaning store (1917). B.F. Nelson's grocery was here circa 1910. The building is listed in the National Register of Historic Places as a contributing resource to a small district of neighboring buildings (2005).

084. 309 N Buckeye Avenue ***Eligibility:*** Listed in the National Register

Historic Property Name(s): Kleenall Cleaners Building
Date of Construction: 1886
Property History:
This building first appears on the 1887 Sanborn Fire Insurance Company map. Known businesses include a millinery store (1887), a grocery and a dry goods store (1892), a general repair shop (1912). an undertaker (1917). The building was listed in the National Register of Historic Places as a contributing resource to a small district of neighboring buildings (2005).

085. 312 N Buckeye Avenue ***Eligibility:*** Contributing

Historic Property Name(s): Vickers-Kinderdick Furniture
Date of Construction: c. 1910
Property History:
This building appears on the 1912 Sanborn Fire Insurance Company map as containing a furniture store. Other known uses include as an armory (1917) and a furniture store (1947).

086. 313 N Buckeye Avenue ***Eligibility:*** Contributing

Historic Property Name(s): Kugler Building
Date of Construction: c. 1918
Property History:
This building first appears on the 1926 Sanborn Fire Insurance Company map as an unidentified store with wood roof trusses and pilastered walls. This building appears in a circa 1918 photograph.

087. 314 N Buckeye Avenue ***Eligibility:*** Non-Contributing

Historic Property Name(s): Meier Building
Date of Construction: c. 1918
Property History:
First appears on 1926 Sanborn Fire Insurance Company map as the H.A. Meier Seed Grinding business, which remained there until at least 1947. This building appears in a circa 1918 photograph.

088. 319 N Buckeye Avenue ***Eligibility:*** Contributing

Historic Property Name(s): Ford Auto Sales & Service; Western Merchandise Co.; Duckwall's General Offices
Date of Construction: c. 1922
Property History:
This building first appears on the 1926 Sanborn Fire Insurance Company map as an auto sales business with a garage (50-car capacity) and repair shop at the rear. The building appears as the Western Merchandise Co., a wholesale merchandise company on the 1947 Sanborn map.

089. 330 N Buckeye Avenue ***Eligibility:*** Contributing

Historic Property Name(s): Redman Garage; Kroger Grocery
Date of Construction: c. 1915/c.1922
Property History:
The north half of this building was built around 1915 as an auto garage. The south half was constructed around 1922 as an auto sales and service business. Both the 1926 and 1947 Sanborn maps show it as two separate buildings, each containing auto sales and service. A 1941 photograph shows a Kroger grocery store

in the north half of the building.

090. 100 N Cedar Street ***Eligibility:*** Contributing
Date of Construction: c. 1950
Property History:
A different building appears at this location on the 1947 Sanborn Fire Insurance Company map. The 1948 city directory lists Biesecker Salvage at this location.

091. 101 N Cedar Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): Belle Springs Cream Station
Date of Construction: c. 1922
Property History:
The building first appears on the 1926 Sanborn Fire Insurance Company map as a "cream station" with the southwest corner shown as an open porch.

092. 105 N Cedar Street ***Eligibility:*** Contributing
Historic Property Name(s): Whitworth Market
Date of Construction: c. 1945
Property History:
This building does not appear on the 1947 Sanborn Fire Insurance Company map; however, the 1948 city directory lists the Whitworth Market grocery and meat store at this location.

093. 107 N Cedar Street ***Eligibility:*** Non-Contributing
Historic Property Name(s): J.L. Kruger Lumber Co.; Kansas Lumber Co.
Date of Construction: c. 1915
Property History:
A lumber yard has been at this location since at least 1892 and a review of available Sanborn Fire Insurance Company maps suggests portions of this building may date to around 1890. However, the current configuration first appears on the 1917 Sanborn map. Jirik Cabinet Shop operated out of the east end of the building in the late 1940s. The building also contained areas for the sale of building materials and coal.

094. 110 N Cedar Street ***Eligibility:*** Listed in the National Register
Historic Property Name(s): Union Pacific Railroad Freight Depot
Date of Construction: 1928-29
Property History:
This depot building first appears on the 1947 Sanborn Fire Insurance Company map, where it is shown with an office at the east end, the freight area at the west end and a concrete platform extending from the west elevation. The building is listed individually in the National Register of Historic Places (1993).

095. 203 N Cedar Street ***Eligibility:*** Contributing
Historic Property Name(s): Masonic Lodge
Date of Construction: c. 1880
Property History:
A two-story building of this dimension appears on the 1884 Sanborn Fire Insurance Company map. Known occupants include a dry goods (1884-1917). a Masonic Lodge (1884-1947), a books & stationary store

(1887), a jewelry store (1892-1917), a clothing and a boots and shoe (1892), and a barber shop (1905). The Masonic Lodge occupied the upper floor in 1947.

096. 204 N Cedar Street ***Eligibility:*** Contributing

Historic Property Name(s): Quillen & Waddle Pharmacy
Date of Construction: c. 1880
Property History:
This building appears on the 1884 Sanborn Fire Insurance Company map as a drug store with offices above. The building continues to function as a drug store. . The façade refacing and current storefront date to the 1920s.

097. 205 N Cedar Street ***Eligibility:*** Contributing

Historic Property Name(s): Bienz Barber Shop
Date of Construction: c. 1930
Property History:
This building appears on the 1947 Sanborn Fire Insurance Company map as a store. The Bienz Barber Shop is listed at this location in the 1948 city directory.

098. 206 N Cedar Street ***Eligibility:*** Contributing

Historic Property Name(s): Kansas Cash Grocery
Date of Construction: c. 1880
Property History:
This building appears on the 1884 Sanborn Fire Insurance Company map, the first to cover Abilene. Known occupants over time include a print shop; a barber; a dry goods store (1884); a dry goods store, a grocery, and offices (1887-92); dry goods and clothing stores and, offices (1905), and a grocery (1917). The Kansas Cash Grocery is listed at this location in 1948; the wall painted sign of which ("Kansas Cash Store") is visible below the second-story windows.

099. 207 N Cedar Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Ottinger's Appliance; First National Bank
Date of Construction: c. 1880
Property History:
A two-story building of this dimension appears on the 1884 Sanborn Fire Insurance Company map, the first to cover Abilene. Known occupants are a bank and offices (1884-87), the Kansas Farmers' Insurance Company (1892), a restaurant (1892), a harness shop (1905-12), a millinery store (1917), and Ottinger's Appliance store (1948). A late nineteenth century photograph shows a highly decorative Italianate façade.

100. 208 N Cedar Street ***Eligibility:*** Contributing

Date of Construction: c. 1885
Property History:
Historically, this building was combined with the south half of 210 North Cedar Street with a shared stairwell at the center. Portions of this building may date to an earlier period, but the current configuration dates to circa 1885. A boot and shoe shop occupied the building from 1887 until at least 1912. Dvorak Repair Shop and Meiers Shoe shop both occupied part of this building in 1948.

101. 209 N Cedar Street ***Eligibility:*** Contributing

Historic Property Name(s): Pinkham Dry Goods; Pinkham & Son
Date of Construction: c. 1885/c.1915
Property History:
This building first appears on 1887 Sanborn Fire Insurance Company map with three stories. Between 1912 and 1917 the third story was removed and the façade remodeled to its current appearance. Known uses include as a post office (1892-1912), a dry goods store (1892-1917), a business college (1905) and a ladies furnishings business (1917).

102. 210 N Cedar Street ***Eligibility:*** Contributing

Historic Property Name(s): Ben Franklin 5-and-10
Date of Construction: c. 1885/1903/1958
Property History:
Portions of this building may date to circa 1885, however the flood of 1903 destroyed much of the building and it was rebuilt later that year to its current appearance. Known late-nineteenth and early twentieth century uses include a Masonic Hall, a bakery, a grocery, a meat shop, a hardware store, a grocery, and a dry goods store. The north half of the first story once contained Jonas Calahan's soda fountain where Dwight Eisenhower spent time as a young man. The Kansas Power and Light Company occupied part of this building in 1948. In 1958, the Ben Franklin 5-and-10 cent store removed the dividing wall between the two first-story retail spaces creating one large store, at which time they installed the existing storefront.

103. 214 N Cedar Street ***Eligibility:*** Contributing

Date of Construction: c. 1885
Property History:
Historically, this building was combined with the north half of 210 North Cedar Street with a shared stairwell at the center. Portions of this building may date to an earlier period, but the current configuration dates to c.1885. Known late nineteenth and early twentieth century occupants include a Masonic Hall, a grocery, a dress maker, a dentist, a hardware store, and a telephone exchange. Miller's Flower Shop occupied this building in 1948.

104. 300 N Cedar Street ***Eligibility:*** Listed in the National Register

Historic Property Name(s): United Building
Date of Construction: c. 1886/1927
Property History:
The south two-fifths of building first appear on the 1887 Sanborn Fire Insurance Company map. The north three-fifths date to 1927 when the building was enlarged and remodeled to its current appearance. The 1947 Sanborn map shows two alleyway linkages to the Telephone Exchange Building next-door (406 Northwest Third Street). Occupants over time included an undertaker (1887), a millinery shop, a cobbler, a meat shop, a sewing machine store (1892), a telephone exchange (1905-1917) a sign painting business, a plumber (1905), a boots and shoe store (1912-1917), and the electric light office (1917). This building was listed in the National Register of Historic Places (2001).

105. 301 N Cedar Street ***Eligibility:*** Contributing

Date of Construction: c. 1880/c.1900
Property History:
This building appears as a three-story building on the 1884 Sanborn Fire Insurance Company map. Between 1892 and 1905, the third story was removed. Known occupants during the late nineteenth and early twentieth

centuries include a photography studio, a grocery and crockery store, an apartment, a paint and oil store, a jewelry store, a wallpaper and paint store. The Palace Café was at this location in 1948.

106. 303 N Cedar Street ***Eligibility:*** Contributing

Historic Property Name(s): Wilson Brothers Paint Store
Date of Construction: c. 1880
Property History:
The forward half of this building appears on the 1884 Sanborn Fire Insurance Company map; the rear half of the building was added circa 1907. A meat market occupied the building from circa 1884 until at least 1917; J.A. Wayts & Son meat market was here in circa 1910.

107. 307 N Cedar Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): McCollam Hotel; Cottage Hotel
Date of Construction: c. 1880
Property History:
This building appears on the 1884 Sanborn Fire Insurance Company map as a boarding house. By 1892, the McCollam Hotel is at this location. In 1905, the building contained the Cottage Hotel, and remained so until at least 1917. By 1926, two stores and a bake shop occupied the building. The building appears in its current configuration on 1947 Sanborn map. Kooken Electric Service occupied the south storefront in 1948, at which time Hadel Radio Sales & Service occupied the north storefront.

108. 309 N Cedar Street ***Eligibility:*** Contributing

Historic Property Name(s): Issitt Repair Shop
Date of Construction: c. 1922
Property History:
This building first appears on the 1926 Sanborn Fire Insurance Company map. The 1947 Sanborn map shows an auto repair shop occupied the building.

109. 311 N Cedar Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): J-Hawk Lunch Counter
Date of Construction: c. 1940
Property History:
This building first appears on the 1947 Sanborn Fire Insurance Company map as a restaurant. The J-Hawk Lunch Counter is listed at this location in the 1948 city directory.

110. 312 N Cedar Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Nita's Gift Shop
Date of Construction: c. 1907
Property History:
This building first appears on the 1912 Sanborn Fire Insurance Company map as containing an undertaker's shop. In 1905, the lot was vacant. Nita's Gift Shop is listed at this location in the 1948 city directory.

111. 319 N Cedar Street ***Eligibility:*** Contributing

Historic Property Name(s): Union Bus Depot
Date of Construction: c. 1950
Property History:
The north third of this building first appears on the 1947 Sanborn Fire Insurance Company map as a farm machinery sales and service business. Greyhound and Santa Fe Trailways bus stations and offices are listed at this location in 1948.

112. 320 N Cedar Street ***Eligibility:*** Listed in the National Register

Historic Property Name(s): Trinity Evangelical Lutheran Church
Date of Construction: 1878/1907
Property History:
The corner stone reads "1878/1907." The building is listed in the National Register of Historic Places in (2006). The annex addition, linked to rear elevation and standing on the south end of the parcel, was constructed in 1973.

113. 321 N Cedar Street ***Eligibility:*** Contributing

Historic Property Name(s): Shockey & Landes Furniture & Hardware Warehouse
Date of Construction: c. 1907/1941
Property History:
This building first appears on the 1912 Sanborn Fire Insurance Company map as a warehouse for the neighboring Shockey & Landes furniture and hardware store (324 North Broadway), to which there was a bridge across the alley. It remained a hardware warehouse through the late 1940s. A fire severely damaged the building in 1941 and it was remodeled to its current appearance later that year.

114. 106 N Spruce Street ***Eligibility:*** Non-Contributing

Date of Construction: c. 1940
Property History:
This building appears on 1947 Sanborn Fire Insurance Company map as containing an unidentified store.

115. 206 N Spruce Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Shank & Brenneman Paint Store
Date of Construction: c. 1915
Property History:
A vacant lot appears at this location in 1912. Known occupants include a billiards hall (1917), two narrow shops (1926), and a wallpaper and paint store (1947). The Shank & Brenneman Paint Store is listed here in 1948.

116. 307 N Spruce Street ***Eligibility:*** Contributing

Historic Property Name(s): Abilene Cleansing Co.
Date of Construction: c. 1910
Property History:
This building first appears on the 1912 Sanborn Fire Insurance Company map, at which time a produce shop operated here (1912-17).

117. 311 N Spruce Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Town Tavern
Date of Construction: c. 1910
Property History:
This building first appears on the 1912 Sanborn Fire Insurance Company map, when it was occupied by a print shop (1912-17). The 1948 city directory lists the Town Tavern at this location.

118. 315 N Spruce Street ***Eligibility:*** Non-Contributing

Date of Construction: c. 1910
Property History:
The south half of this building may date to circa 1900, however the current double store configuration with the unified façade dates to circa 1910. Known occupants over time include a confectionary (S) and electric light supplies (N) (1912-17), an auto sales business (N) (1926); and two separate shops in 1947.

119. 317 N Spruce Street ***Eligibility:*** Non-Contributing

Historic Property Name(s): Eshelman Plumbing & Heating
Date of Construction: c. 1909
Property History:
This building first appears on the 1912 Sanborn Fire Insurance Company map when it contained the Central Kansas Business College on the 2nd floor, a bowling alley, and an implements shop. Other known occupants include a wall paper and paint store (1917-47); and the Pentecostal Mission (1926).

120. 321 N Spruce Street ***Eligibility:*** Contributing

Historic Property Name(s): Lyric Theater
Date of Construction: c. 1915
Property History:
The building first appears on the 1917 Sanborn Fire Insurance Company map as a moving picture theater with an "air dome" on the roof. The building remained a movie theater through the late 1940s.

121. 0 Texas Street ***Eligibility:*** Non-Contributing

Date of Construction: c. 1960-c.1969
Property History:
This building does not appear on 1947 Sanborn Fire Insurance Company map. Oral history interviews state this building pre-dates 1969. During the 1940s, Butler Manufacturing Company, a Kansas City, Missouri firm, had a complete line of rigid frame buildings ready to hit the market. Texas Street was historically known as "A" Street.

122. 209 Texas Street ***Eligibility:*** Contributing

Historic Property Name(s): Toliver Machine Shop & Garage
Date of Construction: c. 1915
Property History:
This building first appears on the 1917 Sanborn Fire Insurance Company map as a garage and machine shop. The map notes the building had a 35-car capacity, wood truss roof, concrete floor, an office in the northwest corner, a repair shop along the west wall, and a battery department at the rear. A small one-story addition appears by 1926. Texas Street was historically known as "A" Street.

123. Railroad Alignment *Eligibility:* Contributing

Historic Property Name(s): Union Pacific Railroad
Date of Construction: c. 1867
Property History:
The Union Pacific Railroad arrived in Abilene in 1867. The grade has been maintained and expanded over time to its current appearance and continues in active use.

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GEOGRAPHICAL DATA

VERBAL BOUNDARY DESCRIPTION

The boundary of the Abilene Downtown Historic District is indicated by the heavy black line on the attached boundary map. The boundary of the nominated historic district begins at the northwest corner of Block H, Southwick & Augustine's Addition, and runs east along the property line and Northwest Fifth Street to Broadway, where it runs south along the property line to Northwest Fourth Street. The boundary then runs east along the north property line of Block L, Augustine & Lebold's Subdivision Number 2, crossing North Buckeye Avenue to the northwest corner of Block 32, Kuney & Hodge's Addition, where it runs north across Northeast Fourth Street to the northwest corner of Lot 20, Block26. The boundary then runs east along the north property line to the northeast corner of Lot 20, Block 26, where it runs south along the east property line to the southeast corner of Lot 21, Block 26, Kuney & Hodge's Addition. The boundary then runs west along the south property line approximately fifty feet, where it turns south to cross Northeast Fourth Street to the north property line of Lot 3, Block 32, Kuney & Hodge's Addition. From this point, the boundary line runs east along the north property line to the east property line, where it then runs south to the southeast corner of Lot 5, Block 32. At this point, the boundary then runs east across Cross Street and on to the northeast corner of Lot 10, Block 30, Kuney & Hodge's Addition. The boundary then runs south along the east property line across Northeast Third Street to the north property line of Block 33, Kuney & Hodge's Addition. At this point, the boundary runs east along the north property line to the northeast corner of Block 33, where it runs south across the railroad alignment to include the railroad grade and then turns southwest and runs along the south edge of the railroad right-of-way to the northeast corner of the Courthouse Block (Fisher's Addition, Acres1.9, Lots 1 thru 25 including Section 16 Township 13 Range 02). From this point, the boundary runs south along the east property line to the south edge of the Courthouse building (109 East First Street) where it turns west to cross North Buckeye Avenue to the east property line of Lot 2, Block X, Thompson & McCoy's Addition. The boundary line then runs north along the east property line to the northeast corner of Lot 2, where it travels southwest along the north property line of Block X, across North Spruce Street to the northeast corner of Block W, Thompson & McCoy's Addition. The boundary then runs south along the east property line of Block W to the southeast corner, where it turns west and runs along the south edge of Block W, across North Cedar Street and along the south property line of Block P to its southwest corner. The boundary then continues west along this line to the southeast corner of the block comprised of Lots 51 thru 69 odd, Thomspon & McCoy's Addition, Section 16 Township 14, Range 02. where it runs south across West First Street and along the east property line of Lot 1, Block 4, Original Town of Abilene to the south east corner of Lot 1. From here, the boundary line turns west along the south property line of Lot 1 to the southwest corner of Lot 2 where it turns north and runs along the west

property line of Lot 2 and across West First Street to the south property line of block comprised of Lots 51 thru 69 odd, Thomspon & McCoy's Addition. Then the boundary runs west along the block's south property line to its southwest corner, where it turns north along the east edge of North Walnut Street to the northwest corner of the block comprised of Lots 2, 4, 6, 8, 10, 12, 14 & part of 16, Thompson & McCoy's Addition, Section 16, Township 13, Range 02. From here, the boundary runs east along the north property line of the block and the south edge of Northwest Second Street to cross North Mulberry where it meets the railroad right-of-way. The boundary runs along the north edge of the railroad right-of-way to the west edge of North Cedar Street, where it runs north across Northwest Second Street to the southeast corner of Lot 2, Cedar Street, Augustine & Lebold's Subdivision, Section 16, Township 13, Range 02. The boundary then runs west along the south property line to the southwest corner of Lot 38, Block N, Thompson & McCoy's Addition. From here it turns north along the west property line of Lot 38 and across Northwest Third Street to the south property line of Block A, Thompson & McCoy's Addition. Then the boundary turns west to the southwest corner of Lot 43, Block A and runs north along the west property line to the northwest corner of Lot 43. It then runs east along Lot 43's north property line to the southwest corner of Lot 38, Block A, where it runs north to the northwest corner of Lot 38. From here, the boundary travels east along the north property line of Block A, across North Cedar Street, along the north property line of Block F, Augustine & Lebold's Subdivision, across North Broadway and to the northwest corner of Lot 35, Block G, Augustine & Lebold's Subdivision. It then runs north across Northwest Fourth Street along the west property line of Block H, Southwick & Augustine's Addition to its northwest corner, the point of beginning.

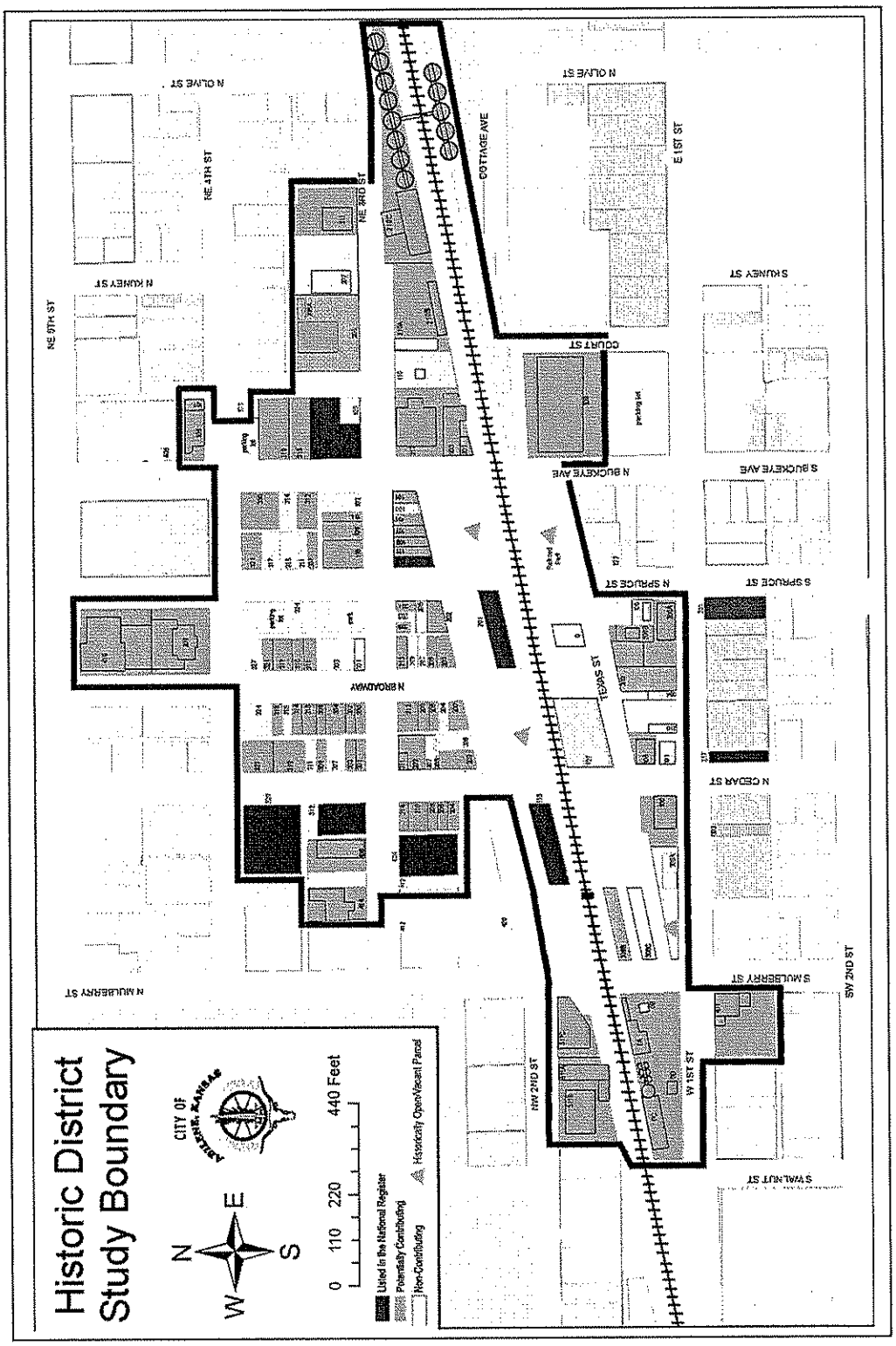
BOUNDARY JUSTIFICATION

The boundary of the Abilene Downtown Historic District encompasses, without exceeding, the concentration of historic resources that retain architectural integrity and are significantly associated with the commercial development of the community during the period of significance. The District's boundary corresponds to the lot lines of the included properties, all of which lie within the original limits of the town's original plat and early additions. The contributing resources define the historic setting and historic sense of place of downtown Abilene, which is strengthened by the intact historic street network and original railroad alignment. The grain mills and elevator structures on the east and west ends of the District are key elements to understanding the historic significance of the Abilene's downtown and they form visual anchors to the downtown area. The civic and governmental landmark buildings at the north and south ends of the District are inextricably associated with Abilene's downtown development and are foundation elements in the District.

In order to avoid a "donut hole," as instructed on page 56 in National Register Bulletin *How to Complete the National Register Form*, the west side of North Spruce Street between Northwest Third and

Northwest Fourth Streets was included. This half-block was partially (~30%) vacant during the mid twentieth century and the remaining parcels contained one-story buildings with retail, restaurant, and service functions. These buildings had become dilapidated and were cleared during the late twentieth century to make room for a small "pocket park" at the south end and additional parking at the north end. Had this parcel been located at the edge of the District, it would have been drawn out. However its location in the center of the Downtown, the fact that it does not significantly break the continuity of the District's concentration of resources, and being surrounded by intact historic buildings that contribute to the significance of the District, it has been included. Residential properties and new construction form much of the boundary in each direction. The commercial properties adjacent to and beyond the boundaries were considered for inclusion, but were determined ineligible for reasons of integrity or age.

BOUNDARY MAP



PHOTOGRAPH LOG

Photographer: Kerry Davis
Sally Schwenk Associates, Inc.
Kansas City, Missouri

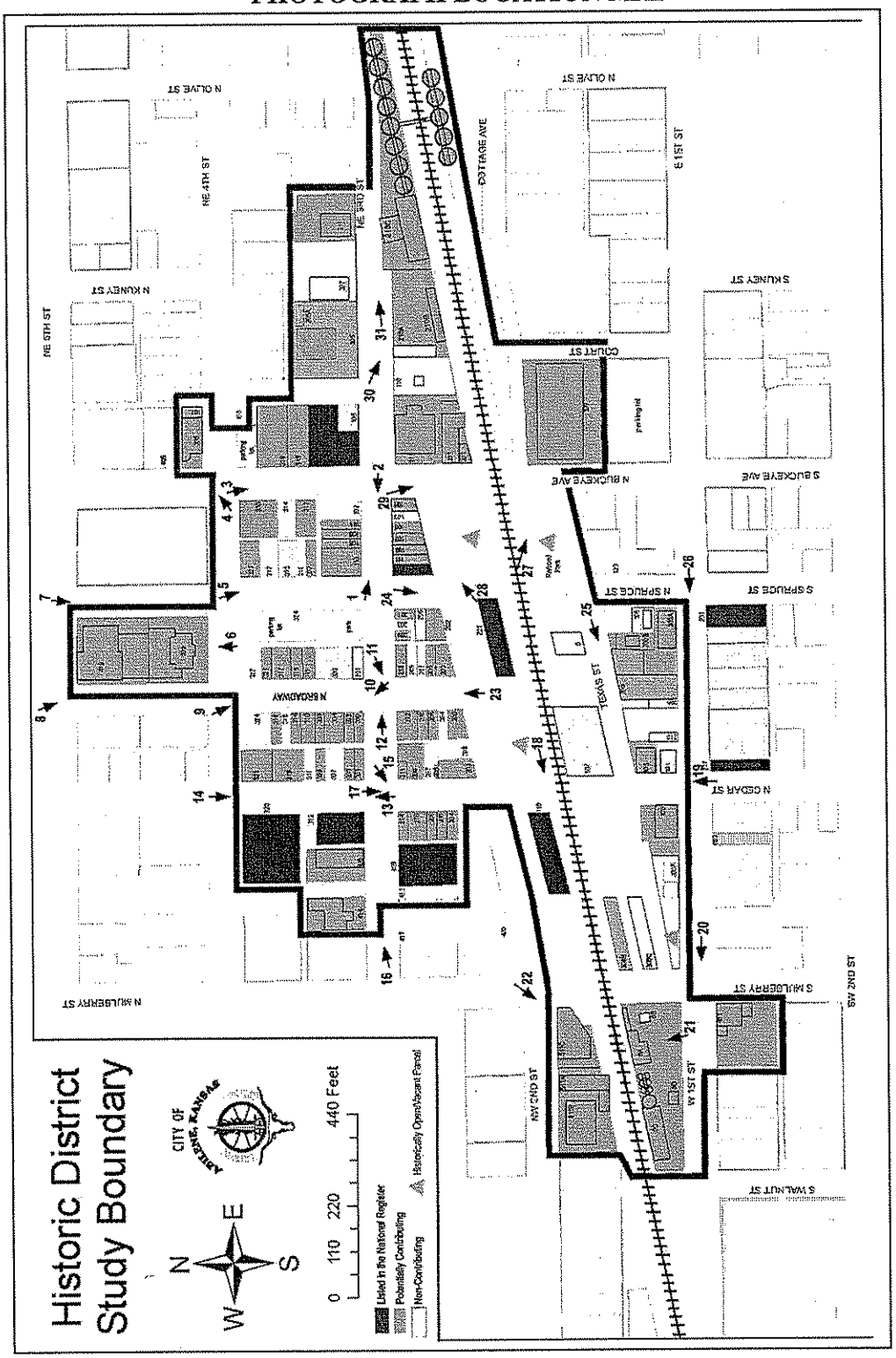
Date of Photographs: July 2008

Location of Images CD: City of Abilene, Kansas
419 N Broadway
Abilene, Kansas 67410

Photograph Number	Camera View	Street Address/Location
1	SE	View from the intersection of NE Third and N Spruce Streets, showing 101 through 115 NE Third Street.
2	W	View from the intersection of NE Third Street and N Buckeye Avenue, showing 101 through 115 and 102 through 110 NE Third Street.
3	S	View from the intersection of N Buckeye Avenue and NE Fourth Streets, showing 301 through 319 and 330 N Buckeye.
4	NE	View from the intersection of N Buckeye Avenue and NE Fourth Streets, showing 105 and 107 NE Fourth Street.
5	SE	View from the intersection of NE Fourth and N Spruce Streets, showing 307 through 321 N Spruce.
6	N	209 NW Fourth Street – Abilene Carnegie Library
7	S	View from the intersection of NW Fourth and N Spruce Streets, showing the east elevation of 419 N Broadway.
8	SE	View from the intersection of NW Fourth and N Broadway Streets, showing the west elevation of 419 N Broadway.
9	S	View from the intersection of N Broadway and NW Fourth Streets, showing 301 through 327 and 324 N Broadway.
10	NW	View from the intersection of NW Third Street and N Broadway, showing 300 through 314 N Broadway.
11	SW	View from the intersection of NW Third Street and N Broadway, showing 204 through 212 N Broadway.
12	E	View from the intersection of NW Third Street and N Broadway, showing 213 and 301 N Broadway, as well as 110 NW Third Street
13	N	View from the intersection of NW Third and N Cedar Streets, showing 301 through 321 and 300 N Cedar Street
14	S	View from the intersection of N Cedar and NW Fourth Streets,

		showing 300 through 320 and 301 through 321 N Cedar.
15	SW	View from the intersection of NW Third and N Cedar Streets, showing 204 through 214 N Cedar, as well as, 409 and 413 NW Third Streets.
16	NE	View of 300 through 414, as well as 409 and 413 NW Third Street.
17	S	View from the intersection of NW Third and N Cedar Streets, showing 204 through 214, and 203 through 209 N Cedar.
18	W	View from the intersection of N Cedar Street and the Railroad Alignment, showing 110 N Cedar, as well as 308B and 0A and 0C W First Street, and 511 C NW Second Street.
19	N	View from the intersection of N Cedar and W First Streets, showing 100 through 110 and 101 through 107 N Cedar.
20	W	View from the intersection of W First and S Mulberry Streets, showing 401 and 0A through 0D W First Street.
21	N	0A W First Street
22	SW	View from the intersection of NW Second and N Mulberry Streets, showing 511A, 511B, and 511C NW Second Street, as well as 401, 0A, and 0C W First Street.
23	N	View from the intersection of N Broadway and NW Second Streets, showing 203 through 213 and 200 through 212 N Broadway.
24	SW	206 N Spruce, as well as 202 and 201NW Second Street.
25	W	View down Texas Street, showing 200B W First Street, 209 Texas, and the east elevation of 107 N Cedar.
26	W	View from the intersection of W First and S Spruce Streets, showing 200A W First and the south elevation of 209 Texas.
27	E	View of the Railroad Alignment near its intersection with N Buckeye, showing the 109 E First and the grain tanks of 210C NE Third Street.
28	NE	View from the intersection of NW Second and N Spruce Streets, showing the south elevations of 101 through 115 NE Third Street.
29	SE	View from the intersection of N Buckeye and NE Third Street, showing 201 through 217 N Buckeye.
30	SE	210A and 210C NE Third Street.
31	E	207, 210C, and 211 NE Third Street.

PHOTOGRAPH LOCATION MAP



PROPERTY OWNERS

	PROPERTY ADDRESS	PROPERTY OWNER NAME AND ADDRESS
1.	**109 E First Street**	Dickinson County P.O. Box 248, Abilene, KS 67410
2.	**0A W First Street**	Union Pacific Railroad P.O. Box 1605, Downtown S, Omaha, NE 68101
3.	**0B W First Street**	Union Pacific Railroad P.O. Box 1605, Downtown S, Omaha, NE 68101
4.	**0C W First Street**	Union Pacific Railroad P.O. Box 1605, Downtown S, Omaha, NE 68101
5.	**0D W First Street**	Union Pacific Railroad P.O. Box 1605, Downtown S, Omaha, NE 68101
6.	**200A W First Street**	Joseph & Donna Zey Trust 1020 West 1st Street, Abilene, KS 67410
7.	**200B W First Street**	Joseph & Donna Zey Trust 1020 West 1st Street, Abilene, KS 67410
8.	**206 W First Street**	Don Ackerman and Vance Hassler 2665 Game Road, Abilene, KS 67410
9.	**210 W First Street**	Lisa Weaver 308 NE 9th Street, Abilene, KS 67410
10.	**308A W First Street**	Larry & Paula Young 308 W 1st Street, Abilene, KS 67410
11.	**308B W First Street**	Larry & Paula Young 308 W 1st Street, Abilene, KS 67410
12.	**308C W First Street**	Larry & Paula Young 308 W 1st Street, Abilene, KS 67410
13.	**401 W First Street**	Bob & Stanton Kooser 2183 Fawn Road, Abilene, KS 67410

	PROPERTY ADDRESS	PROPERTY OWNER NAME AND ADDRESS
14.	**201 NW Second Street**	City of Abilene 419 N Broadway Street, Abilene, KS 67410
15.	**202 NW Second Street**	Jeff & Monica Hertz 907 Ash Street, Abilene, KS 67410
16.	**306 NW Second Street**	Mark & Kathleen Guilfoyle P.O. Box 548, Abilene, KS 67410
17.	**511A NW Second Street**	Matt & Amber Engle 2866 Hwy 15, Abilene, KS 67410
18.	**511B NW Second Street**	Matt & Amber Engle 2866 Hwy 15, Abilene, KS 67410
19.	**511C NW Second Street**	Matt & Amber Engle 2866 Hwy 15, Abilene, KS 67410
20.	**105 NE Third Street**	Judy Montgomery 403 NE 7th Street, Abilene, KS 67410
21.	**110 NE Third Street**	Memorial Art Company 1608 S 9th Street, Salina, KS 67401
22.	**205 NE Third Street**	Kirby House, LLC 2282 Camp Road, Solomon, KS 67480
23.	**205A NE Third Street**	Kirby House, LLC 2282 Camp Road, Solomon, KS 67480
24.	**207 NE Third Street**	Abilene Printing Company, Inc. P.O. Box 188, Abilene, KS 67410
25.	**210A NE Third Street**	ADM Milling Company P.O. Box 1470 Decatur, Illinois 62525
26.	**210B NE Third Street**	ADM Milling Company P.O. Box 1470 Decatur, Illinois 62525

	PROPERTY ADDRESS	PROPERTY OWNER NAME AND ADDRESS
27.	**210C NE Third Street**	ADM Milling Company P.O. Box 1470 Decatur, Illinois 62525
28.	**211 NE Third Street**	John & Ann Marie Schwarting 1417 NW 14th Street, Abilene, KS 67410
29.	**101 NW Third Street**	Abilene Investment Company P.O. Box 413 Abilene, KS 67410
30.	**102 NW Third Street**	Richard & Cathy Osborn 19430 FM 2268, Holland, TX 76534
31.	**103 NW Third Street**	Abilene Investment Company P.O. Box 413 Abilene, KS 67410
32.	**104 NW Third Street**	Timberline Investors, LLC 4105 Wimbleton Drive, Abilene, KS 67410
33.	**105 NW Third Street**	Scott & Lyn Patterson 1815 5th Street, Clay Center, KS 67432
34.	**106 NW Third Street**	Rick & Pam Thompson 145 Hwy 18, Solomon, KS 67480
35.	**107 NW Third Street**	Marcella Steinhauser 109 NW 3rd Street, Abilene, KS 67410
36.	**108 NW Third Street**	Rick & Pam Thompson 145 Hwy 18, Solomon, KS 67480
37.	**109 NW Third Street**	Marcella Steinhauser 109 NW 3rd Street, Abilene, KS 67410
38.	**110 NW Third Street**	Masonic Temple Association 100 Skipper Road, Abilene, KS 67410
39.	**111 NW Third Street**	Marcella Steinhauser 109 NW 3rd Street, Abilene, KS 67410

	PROPERTY ADDRESS	PROPERTY OWNER NAME AND ADDRESS
40.	**115 NW Third Street**	Stewart & Linda Etherington P.O. Box 213, Abilene, KS 67410
41.	**201 NW Third Street**	Tony Haug 201 NW 3rd Street, Abilene, KS 67410
42.	**203 NW Third Street**	David & Lorraine McClain P.O. Box 457, Abilene, KS 67410
43.	**209 NW Third Street**	Carl & Wanda Pitney 512 Tom Smith Circle, Abilene KS 67410
44.	**311 NW Third Street**	Jarad & Jennifer Waite 656 2400 Avenue, Abilene, KS 67410
45.	**406 NW Third Street**	Devin & Barbara Karraker 406 NW 3rd Street, Abilene, KS 67410
46.	**409 NW Third Street**	Dick & Virginia Near 409 NW 3rd Street, Abilene, KS 67410
47.	**413 NW Third Street**	John & Christina Graves 1413 W 1st Street, Abilene, KS 67410
48.	**414 NW Third Street**	Becker & Carlson 414 NW 3rd Street, Abilene, KS 67401
49.	**105 NE Fourth Street**	Greg & Deborah Davis 419 NE 8th Street, Abilene, KS 67401
50.	**107 NE Fourth Street**	Michael & Sharon Taplin 107 NE 4th Street, Abilene, KS 67401
51.	**209 NW Fourth Street**	City of Abilene 419 N Broadway, Abilene, KS 67401
52.	**200 N Broadway Street**	MCC Radio, LLC P.O. Box 80, Salina, KS 67402

	PROPERTY ADDRESS	PROPERTY OWNER NAME AND ADDRESS
53.	**203 N Broadway Street**	Alan Iezek P.O. Box 184, Abilene, KS 67410
54.	**204 N Broadway Street**	Copeland Insurance Agency 601 S Fifth St., STE B, Manhattan, KS 66502
55.	**205 N Broadway Street**	Abilene Professional Building 205 N Broadway, Abilene, KS 67410
56.	**206 N Broadway Street**	Buddy & Lana Ladd 206 N Broadway, Abilene, KS 67410
57.	**207 N Broadway Street**	USD #435 P.O. Box 519, Abilene, KS 67410
58.	**208 N Broadway Street**	TSB5 Properties 318 NE 13th, Abilene, KS 67410
59.	**209 N Broadway Street**	USD #435 P.O. Box 519, Abilene, KS 67410
60.	**212 N Broadway Street**	Marilyn Thurlow 309 N Buckeye Ave, Abilene, KS 67410
61.	**213 N Broadway Street**	USD #435 P.O. Box 519, Abilene, KS 67410
62.	**300 N Broadway Street**	WASAMS, Inc. 304 NW 3rd St., Abilene, KS 67410
63.	**301 N Broadway Street**	Vita Villa, Inc. P.O. Box 63, Abilene, KS 67410
64.	**302 N Broadway Street**	Abilene Cornerstone, Inc. 1360 200 Ave., Hope KS 67451
65.	**303 N Broadway Street**	WW Enterprises, Inc. 525 Office Park Drive, Birmingham, AL 35223

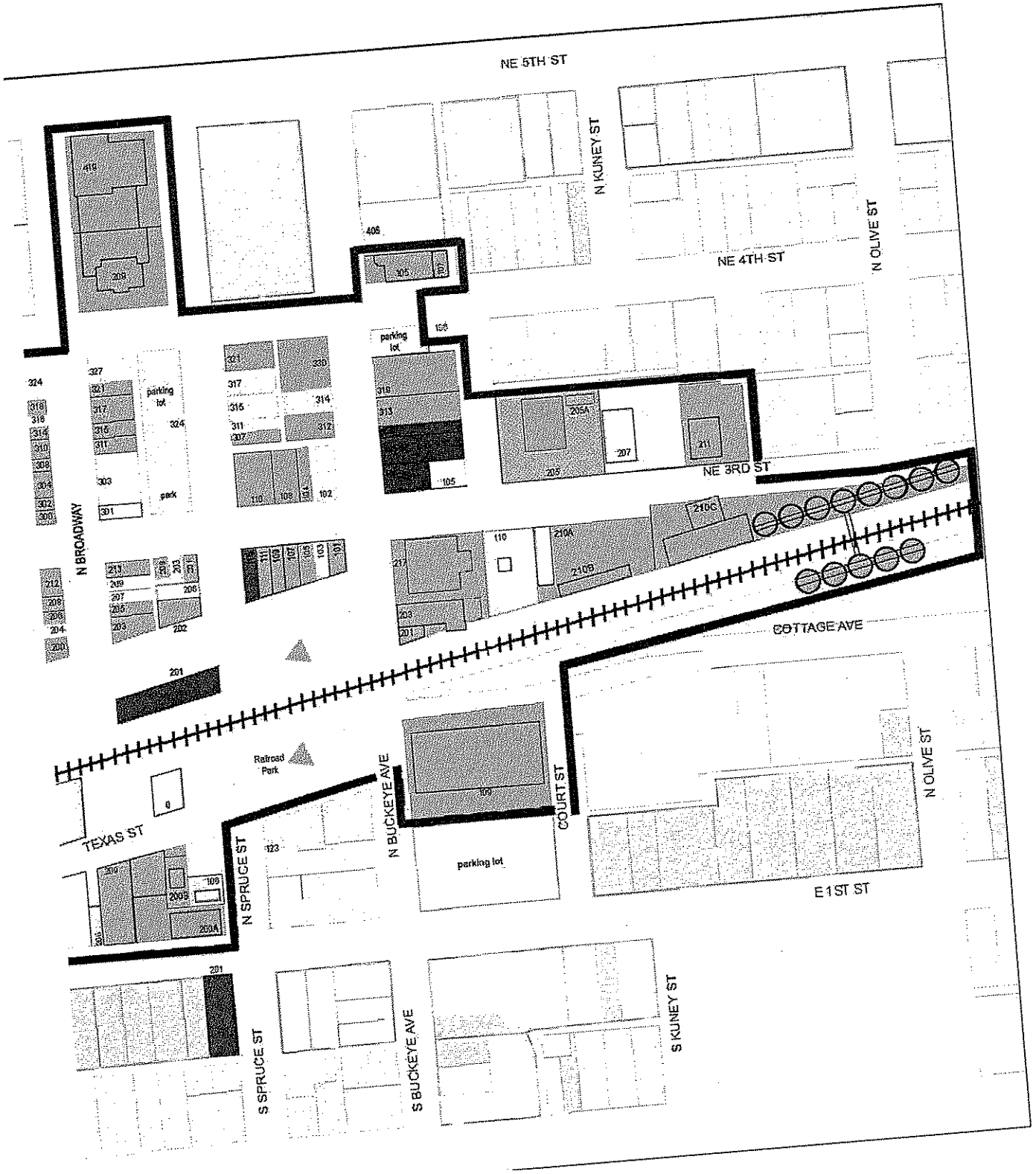
	PROPERTY ADDRESS	PROPERTY OWNER NAME AND ADDRESS
66.	**304 N Broadway Street**	Charles Bankes 2038 Key Rd., Enterprise, KS 67441
67.	**308 N Broadway Street**	Ross & Maxine Biggs 308 N Broadway, Abilene, KS 67410
68.	**310 N Broadway Street**	Steve & Janet Mulch 106 N Main, McPherson, KS 67460
69.	**311 N Broadway Street**	Karen Briand 214 NE 5th Street, Abilene, KS 67410
70.	**314 N Broadway Street**	Ralph Reese 314 N Broadway, Abilene, KS 67410
71.	**315 N Broadway Street**	Jolene Robson 1324 NW 5th Street, Abilene, KS 67410
72.	**316 N Broadway Street**	KATS Properties 412 NE 7th Street, Abilene, KS 67410
73.	**317 N Broadway Street**	Joe & Judy Jones 219 NE 9th Street, Abilene, KS 67410
74.	**318 N Broadway Street**	Dustin & Gina Kuntz 2872 Key Road, Abilene, KS 67410
75.	**321 N Broadway Street**	Jeffcoat Memorial Foundation 101 ½ NW 3rd Street, Abilene, KS 67410
76.	**324 N Broadway Street**	Broadway Antique Mall, LLC P.O. Box 823, Talmage, KS 67482
77.	**327 N Broadway Street**	In-Law Inc. 911 NW 3rd Street, Abilene, KS 67410
78.	**419 N Broadway Street**	City of Abilene 419 N Broadway, Abilene, KS 67401

	PROPERTY ADDRESS	PROPERTY OWNER NAME AND ADDRESS
79.	**201 N Buckeye Avenue**	Alma Heide P.O. Box 672, Abilene, KS 67410
80.	**203 N Buckeye Avenue**	William Sears 203 N Buckeye Ave., Abilene, KS 67410
81.	**217 N Buckeye Avenue**	Abilene US Post Office 217 N Buckeye Ave., Abilene, KS 67410
82.	**301-303 N Buckeye Avenue**	Ed & Lynda Scheele 309 N Buckeye Ave., Abilene, KS 67410
83.	**305-307 N Buckeye Avenue**	Ed & Lynda Scheele 309 N Buckeye Ave., Abilene, KS 67410
84.	**309 N Buckeye Avenue**	Ed Scheele 309 N Buckeye Ave., Abilene, KS 67410
85.	**312 N Buckeye Avenue**	James & Susan Roberts 310 N Buckeye Ave., Abilene, KS 67410
86.	**313 N Buckeye Avenue**	Jeff & Ricki Elliott 106 NE 4th Street, Abilene, KS 67410
87.	**314 N Buckeye Avenue**	Vance & Sabrina Enyart 1204 N Buckeye Ave., Abilene, KS 67410
88.	**319 N Buckeye Avenue**	Jeff & Ricki Elliott 106 NE 4th Street, Abilene, KS 67410
89.	**330 N Buckeye Avenue**	Victor & Debra Baier 900 N Maple, Abilene, KS 67410
90.	**100 N Cedar Street**	James J. Stout, Sr. & James J. Stout, Jr. 600 E Cottage Ave., Abilene, KS 67410
91.	**101 N Cedar Street**	Scott & Christine Ostermann 415 Brice Ct., Abilene, KS 67410

	PROPERTY ADDRESS	PROPERTY OWNER NAME AND ADDRESS
92.	**105 N Cedar Street**	Bill Peterson & Pat Sweeney 901 N Buckeye Ave., Abilene, KS 67410
93.	**107 N Cedar Street**	Steve & Melissa Zelniker 2167 Fair Road, Abilene, KS 67410
94.	**110 N Cedar Street**	Tim Geske 110 N Cedar St., Abilene, KS 67410
95.	**203 N Cedar Street**	Duckwall Investment Co. 621 N Spruce St., Abilene, KS 67410
96.	**204 N Cedar Street**	Leonard Schmitz P.O. Box 205, Abilene, KS 67410
97.	**205 N Cedar Street**	Craig Lamb 410 N Vine St., Abilene, KS 67410
98.	**206 N Cedar Street**	James & Irene Plain 224 NE 5th St., Abilene, KS 67410
99.	**207 N Cedar Street**	Devin & Barbara Karraker 406 NW 3rd St., Abilene, KS 67410
100.	**208 N Cedar Street**	Dale & Kimberly Jones 404 NE 4th St., Abilene, KS 67410
101.	**209 N Cedar Street**	Chad & Chelsea Hoerner 214 N Rogers, Abilene, KS 67410
102.	**210 N Cedar Street**	Andrea Fuhrman 210 N Cedar, Abilene, KS 67410
103.	**214 N Cedar Street**	Jeff & Beth Meahl 420 E. 1st Street, Admire, KS 66830
104.	**300 N Cedar Street**	AFK Properties, LLC P.O. Box 1160, Salina, KS 67401

	PROPERTY ADDRESS	PROPERTY OWNER NAME AND ADDRESS
105.	**301 N Cedar Street**	Will & Carrie Sprouse 330 S Factory, Enterprise, KS 67441
106.	**303 N Cedar Street**	R&D Partnership 303 N Cedar St., Abilene, KS 67410
107.	**307 N Cedar Street**	Joe & Helen Minick 310 E 1st St., Abilene, KS 67410
108.	**309 N Cedar Street**	Lacey Persell 309 N Cedar St., Abilene, KS 67410
109.	**311 N Cedar Street**	Newton's Trust 209 Hilltop Dr., Abilene, KS 67410
110.	**312 N Cedar Street**	Jenina Hunt 616 NE 3rd St., Abilene, KS 67410
111.	**319 N Cedar Street**	Joe & Helen Minick 310 E 1st St., Abilene, KS 67410
112.	**320 N Cedar Street**	Lutheran Church 320 N Cedar, Abilene, KS 67410
113.	**321 N Cedar Street**	Joe & Helen Minick 310 E 1st St., Abilene, KS 67410
114.	**106 N Spruce Street**	Pauline Sims, Et Al 1508 Country Club Lane, Abilene, KS 67410
115.	**206 N Spruce Street**	Patrick Murray 901 NW 2nd St., Abilene, KS 67410
116.	**307 N Spruce Street**	Chad & Susan Koehn 104 E Iron, Salina, KS 67401
117.	**311 N Spruce Street**	Steve Maddy 311 N Spruce, Abilene, KS 67410

	PROPERTY ADDRESS	PROPERTY OWNER NAME AND ADDRESS
118.	**315 N Spruce Street**	Helene Meade 911 N Cedar, Abilene, KS 67410
119.	**317 N Spruce Street**	Anthony & Grover Shook Post N. 3279 110 Washington, Clyde, KS 66938
120.	**321 N Spruce Street**	Mike & Patricia Holt 321 N Spruce, Abilene, KS 67410
121.	**0 Texas Street**	Dickinson County P.O. Box 248, Abilene, KS 67410
122.	**209 Texas Street**	Don & Betty Nebelsick, Revocable Trust 308 NW 17th St., Abilene, KS 67410
123.	**Railroad Alignment**	Union Pacific Railroad P.O. Box 1605, Downtown S, Omaha, NE 68101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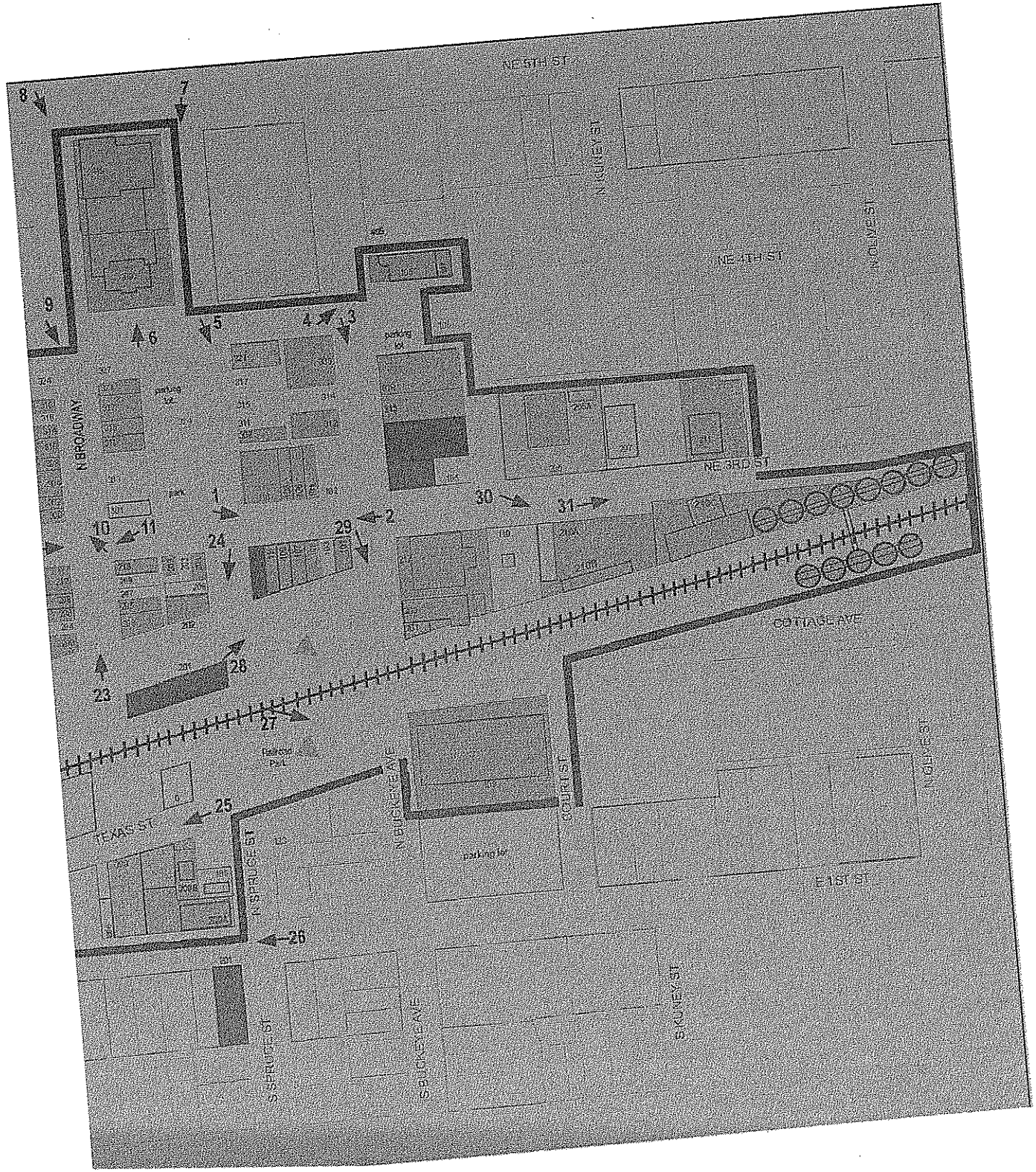
S KUNEY ST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COURT ST
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